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FRIDAY

FEBRUARY 8, 1924.

F. 四初月正

SINGAPORE: COPY IN CHARGE

Firestone Not Like Any Other

At Indianapolis, May 30th, 1923, in the biggest racing event of the year, 300 miles on a brick-paved track—the first four drivers used FIRESTONE tires. Of the ten money-winning cars, nine were Firestone equipped; and not one Dunlop tire failed during the entire race. That's how FIRESTONE CORDS stand up under terrific heat and extraordinary wear. It is due to their especially tough tread and Gum Dipped carcass.

THE DRAGON MOTOR CAR CO., LTD.

THAT "SECRET TREATY."

MR. LLOYD GEORGE'S EXPLANATION.

NEW YORK ARTICLE NOT ACCURATE.

(Reuter's Service.)

London, February 7. In the *Daily Chronicle*, Mr. Lloyd George states that he is unable to accept the views attributed to him in the *New York World* article as accurately setting out the facts of what happened at the critical moment of the Peace Conference. He declares that when he returned to Paris from London in April 1919, he found that an agreement had been reached between the late ex-President Wilson and M. Clemenceau on two very important issues; firstly, the military occupation of the Rhineland, and secondly, American guarantees of the French frontier against German aggression.

To describe that agreement as a secret compact between Mr. Wilson and M. Clemenceau is ridiculous. Mr. Wilson acted with perfect loyalty and blame cannot be imputed either to Mr. Wilson or M. Clemenceau. That I was called to England when grave matters were under discussion account for the fact that Mr. Wilson and M. Clemenceau reached that agreement. It was communicated to me upon my return and the agreement regarding the occupation of the Rhineland was after some modification, ultimately incorporated in the Peace Treaty.

Mr. Lloyd George goes on to say that the documents, when published, will tell their own tale. He expresses regret at his delay in replying to the Foreign Office letter, which was due to the fact that the letter was unsigned. He hopes that it would have been fairer if Mr. Macdonald had waited to hear his explanation before making statement to the press. He concludes by saying that Mr. Macdonald will probably find that most if not all of these documents have already been published by M. Traudieu in France or by Mr. Baker in America. "Both these gentlemen between them have published most of the secret documents of the Paris Conference."

Writer of Article Shoulders Blame. The incident at the Foreign Office took place on January 22 during the period of transition between the old and new Governments when there was actually no political head at the Foreign Office. It was decided as a matter of courtesy to send the documents to Mr. Lloyd George, asking whether he objected to publication and indicating that it might not be to the disadvantage of Britain if they were published.

Mr. Harold Spender, the writer of the article in the *New York World* which caused the incident, states that the article was the outcome of a visit to Mr. Lloyd George last week-end and Mr. Lloyd George was unaware that Mr. Spender intended to use his observations in an article. "Mr. Lloyd George did not authorise the statements and if I have been indiscreet I will take the whole blame."

Clemenceau's Laconic Comment.

Paris, February 7.

Interviewed by the *Intransigent* on the Lloyd George incident, Mr. Clemenceau laconically remarked:—"Show me the secret treaty signed by Mr. Wilson and me and I will undertake to pay the total reparations."

British Premier Acts.

It is understood that besides instructing Lord Crewe, Mr. Macdonald has communicated personally to M. Poincare as regards the Lloyd George incident. It appears there was only one set of the proofs of the documents at the Foreign Office and as these were sent to Mr. Lloyd George, Mr. Macdonald has not yet seen them.

IMPERIAL CONFERENCE RESOLUTIONS.

HOW PARLIAMENT WILL DECIDE.

London, February 7.

Reuter learns that the Imperial Conference resolutions will be moved in the House of Commons from the Government bench and submitted to a free vote. These resolutions are regarded as most important, emanating from a body which the Government holds in the highest respect. Each will be explained by the Minister in charge, and if there are points with which the Government does not entirely agree the Government will explain their position. If any resolution involves extra taxation, the Treasury will give their view. The procedure of Parliament on the matter will be exactly the same as if the Government themselves were responsible.

M. POINCARÉ REBUKES GERMANY.

WILL NOT DISCUSS DOMESTIC AFFAIRS.

Paris, February 7.

M. Poincaré, replying to the German Note of February 5, says the fresh allegations of the Reich are not supported by anything like proof. He concludes by declaring the French Government is scrupulously observant of the treaties, and remains determined not to intervene in German internal quarrels, therefore it will not enter into conversations with the German Government as regards domestic affairs.

INDIAN NATIONALIST PARTY.

Delhi, February 7.

A Nationalist Party has been formed, consisting of 45 Swarajists and 27 Independents, constituting a majority in the House of 143 members. The Party is pledged to ask the Government to appoint a round-table conference to frame a scheme of full and responsible Government.

ITALY AND RUSSIA.

Rome, February 7.

The Italo-Russian Treaty has been signed. The Treaty definitely re-establishes political relations with the Italian Government and appoints an Ambassador to Moscow immediately.

FRENCH CHAMBER'S CONFIDENCE.

Paris, February 7.

The Chamber has voted confidence in the Government by passing an important clause in the financial proposals by 333 to 205.

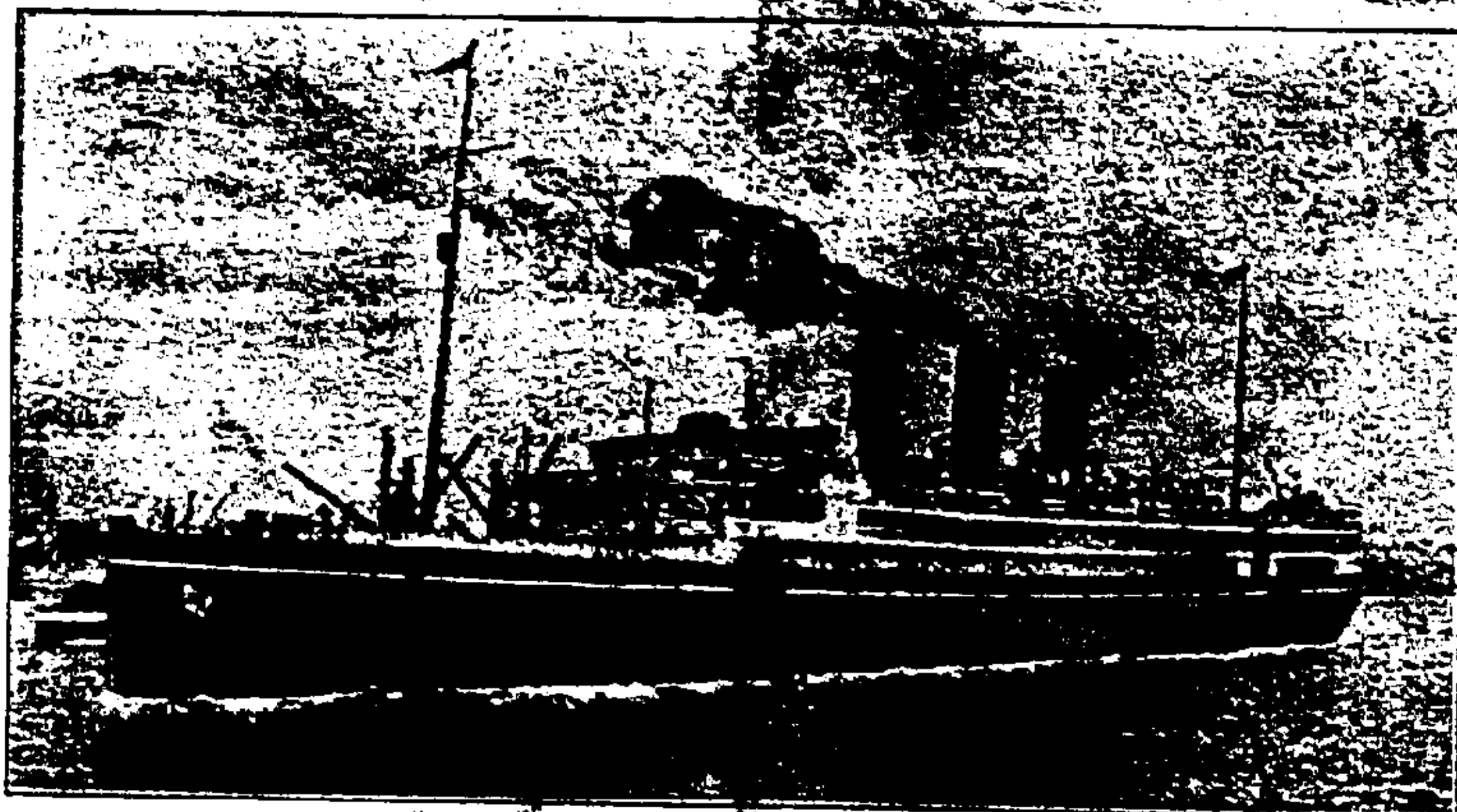
SPAIN'S PRELIMINARY RATIFICATION.

Paris, February 7.

The Spanish representatives have signed the Tangier Treaty.

THE NALDERA ARRIVES.

Largest P. & O. Boat Ever in Hongkong.



The biggest P. & O. boat ever to visit Hongkong steamed slowly into harbour just after 12 o'clock this morning, the vessel being the s.s. *Naldera*. The vessel, which is now lying alongside the Kowloon wharf, is making her first trip to the Far East, having previously been employed in the Indian and Australian Mail Service and her arrival marks a new departure in the policy of the Company.

Among the many passengers to arrive by her are the following well-known local and other personages:—Sir James Birt, Lady Annie Brocklehurst, Lady Miller, Viscountess Tamworth, Dr. and Mrs. G. D. R. Black, Mr. J. W. Alabaster, Mr. H. Birkett, Mr. and Mrs. H. A. Lammert, Mr. J. S. McCann, Mr. D. Tolan and Mr. McNab Wilson.

DESCRIPTION OF THE VESSEL.

The *Naldera* was launched from the yard of Messrs. Caird & Co., Greenock (since amalgamated with the firm of Harland & Wolff, Ltd.), on the 29th December, 1917. Although intended for completion as a passenger and mail steamer she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser; but after the war was entirely reconditioned for the service for which she was originally projected. She is of 15,993 gross tons, length 605 feet, breadth 67 feet 2 inches, moulded depth (main deck to keel) 47 feet 4 inches and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horse power and a sea-speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midship portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the

ship. On the main deck, aft, are second saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins liberally interspersed with both rooms, and there are, besides, on this deck, six bedrooms-de-luxe with bath rooms, etc., en suite.

First-class bedstead cabins for two persons fill the middle portion of the hurricane deck, on the after part of which are the second saloon smoking and music rooms and, at the forward end, a double range of single or two-bed cabins. Cabin ports on this deck all open under the shelter of the promenade deck; amidships there is a continuous range of bath-rooms.

All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and, in many cases, writing tables. Where the cabins are double-banked, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own port-hole or portholes opening to the outside air. The promenade decks, both first and second class, are wider and longer than are commonly seen.

All the public rooms of the *Naldera* are paneled in dull finished brown oak, with the exception of the first class dining saloon, the walls of which have been painted to imitate the exact appearance and slight variation in tone of old ivory. In pleasant contrast with these vellum-like walls are the movable chairs in natural coloured oak, with oval backs, pierced centre panels, the seats in green morocco leather, whose design recalls but exceeds the work of Heppelwhite. Round the oval well which rises from the centre of the saloon is a riotously painted deep frieze by professor Gerald Moira.

The music room, which surrounds this central well on the promenade deck, two decks above the dining saloon, also receives its main effect from Professor Moira's work, which, indeed, dominates the decorative scheme of this part of the ship. The

first class smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the verandah, two smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-room accommodation. Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the fine sheltered second-class promenade on the poop deck.

The second class dining and smoking saloons are beautifully paneled and mahogany chairs in the style of Queen Anne are part of the furnishing equipment.

A striking feature of the *Naldera* is the gymnasium, which is situated on the promenade deck between the dining and the smoking saloon. Here those inclined to exercise find such novelties as an electrically-driven riding horse, a double cycle-racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautical steering wheel with artificial resistances, wrist exercisers, dumb-bell frills, etc., together with a weighing machine and a height recorder.

Two handsome sets of reciprocating engines mainly fill the space in the engine-room, whilst there is all the usual auxiliary machinery.

Forward of the engine-room is a street of boilers served by fifty furnaces.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is rendered easy by two electrically-driven passenger lifts which, on the hurricane deck, give access to the spacious vestibule or reception hall and the porter's information bureau. The *Naldera* has accommodation in the first saloon for 426 passengers, and for 247 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

BRITISH RELATIONS WITH FRANCE.

NEW GOVERNMENT'S ATTITUDE EXPLAINED.

(Reuter's Service.)

London, February 7.

Reuter is informed that Anglo-French relations have not been so cordial for some time as they are now. M. Poincaré and Mr. Macdonald are on the friendliest terms. No meeting has yet been arranged by them, but it is understood Mr. Macdonald is anxious that the meeting when held shall deal with definite propositions based on the reports of the two experts committees on the subject of reparations, which may be expected shortly. The view of the British Government is that unless something new or unexpected occurs the British policy now being formulated will be acceptable at Paris. It is a policy of sympathy, but also great firmness in protecting Britain's legitimate international interests. It is impossible to deal with the question of the French debt to Britain until the Government resolves the reparations reports.

The Government does not intend to regard the French debt as a separate issue, but rather as a negotiable asset in conjunction with other outstanding questions. It is understood that Mr. Macdonald is very anxious that an Anglo-French agreement be arranged upon a policy which will be a real and effective contribution to European peace. He is anxious to invite the co-operation of the United States and secure the sympathy and interest of the smaller European nations. The Government hopes that the formal recognition of Russia will be the first step towards the accomplishment of much practical work through the operation of several commissions which will be established to deal with outstanding problems, including debts. It is the intention of the Government to establish machinery to deal with the important question of Anti-British propaganda, which must be settled. The Cabinet is unanimous in its belief that the effectiveness of the League of Nations is conditional upon the accession thereto of Germany and Russia.

(Reuter's American Service.)

EXAMINATION OF MR. FALL DISCONTINUED.

Washington, February 7.

In consideration of the fact that Mr. Fall refused to answer questions on the ground that to do so might incriminate him, the Senate committee investigating the oil leases has voted in favour of releasing him from further attendance.

The Senate has passed a resolution directing the Department of the Interior to move for the recovery of the Elk Hill naval oil reserves held by the Californian Standard Oil Company.

MEXICAN REBELS IN RETREAT.

New York, February 7.

It is authoritatively reported that Huerta's forces have evacuated Puerto Mexico.

(Other Telegrams on Page 5.)

DEATH OF MRS. T. PETRIE.

WIFE OF LOCAL EDITOR.

To many friends in Hongkong

and the East generally the news of the death of Mrs. T. Petrie, wife of the recently-retired editor of the *South China Morning Post*, will come as a shock. A fortnight ago she was in her usual health, but just thirteen days ago she contracted an illness which was later diagnosed as double pneumonia, from which she died in the early hours of this morning.

The utmost sympathy will be felt for Mr. Petrie in the bereavement which he has suffered. Mrs. Petrie's death is all the sadder from the fact that she was, in company with her husband, to leave for Home during the present month, it being their intention to settle for good in the Old Country.

The late Mrs. Petrie, who was a native of Bradford, Yorkshire, had been in the East for no less a period than 42 years. She was twice married, her first husband being the Secretary of the Taku Tug and Lighter Company, Tientsin. After his death, she went to Yokohama, where she resided for ten years before meeting Mr. Petrie, to whom she was married twenty years ago. She was extremely well-known throughout the East, having made a wide circle of friends who will bear of her demise with the utmost regret.

The funeral takes place this evening, passing the Monument at 5 p.m.

FOUND DEAD.

SHIP'S OFFICER'S SUPPOSED SUICIDE.

Alex. Nilson, fourth officer of the motorship *Hemland*, was found dead in his cabin yesterday, with his wrist arteries severed. The deceased, who was 31 years of age, was a Swede. The case is believed to be one of suicide. The body was removed to the mortuary.

The police received the call last night, and all available constables were rushed to the scene. They quelled the outbreak, but not before two men had been seriously injured and many others had been injured.

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INTERPORT SPORT.

WINS FOR SHANGHAI.

The following telegrams are from the *Daily Bulletin*.

Shanghai, Feb. 7.

In the interport rugby match between Shanghai and Tientsin, the former won by 14 to 11.

Hankow, Feb. 7.

In the interport hockey match, Shanghai defeated Hankow by 4 to nil.

Shanghai defeated Tientsin by 3 to nil.

Hankow defeated Tientsin by 3 to 1.

CRICKET.

H.K.C.C. TEAMS.

The following teams will represent the H.K.C.C. in their League fixtures on Saturday against the Civil Service on H.K.C.C. ground—H. R. E. Hancock (Capt.), T. E. Fearne, J. R. Mitchell, H. Owen Hughes, R. E. A. Webster, E. G. Lammert, G. R. More, A. O. L. Bowker, Rev. T. B. Powell, A. L. Gace and A. V. T. Dean.

The following will represent the 2nd XI against K.C.C. 2nd XI on K.C.C. ground—H. E. Hollands (Capt.), L. D. McNicol, E. C. Hagen, G. B. Barron, O. H. Piercy, C. V. Mark, D. E. G. Nicholson, H. Griffin, P. Jacks, R. M. Macalpine and L. H. Kerne.

The following will represent the Indian Recreation Club 2nd XI in a League match against the Royal Navy 2nd XI at Sookunpo tomorrow at 2.15 p.m.—D. Ramjahn (Capt.), Sirdar Khan, E. A. Moosdeen, E. Moosdeen, Y. A. Wahab, O. Ramjahn, H. D. Ramjahn, F. M. de Arcelli, M. P. Madar, A. Kitchell and A. H. M. Bamy.

TO-DAY.

Closing Exchange 75.4.13.14

Barometer 30.02.66

Thermometer 77.0

Humidity 77.0

Sunset 6.15.14

Moonset 11.15.14

Lunar Eclipse 11.15.14

Lunar Eclipse 11.15.14

Lunar Eclipse 11.15.14

Lunar Eclipse 11.15.14

Lunar Eclipse 11.15.14

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artificial lighting devices in
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that clients may obtain as
excellent and artistic photo-
graphs as can be obtained in
any part of the world.
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Monumentalists, etc.

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Floor & Wall Tiles, Baths, Basins, bath
Room Fittings, Water Heaters for Gas
Oil or Coal Fuel. Also a Few Chip
Heaters.

Open & Closed Grates-Cooking Ranges.
ESTIMATES FREE FOR ALL SANITARY
INSTALLATIONS—HOT WATER
SYSTEMS, &c.

General Repairs Promptly Attended to
Specialists in Monumental Work-Cut in
Italian Marble or Hongkong Granite.

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Marble Floor Tiles-Prices on Appli-
cation.

A Large stock of Artificial Wreaths in
all Sizes.

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ship-building and engineering
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terms. Immediate delivery

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Kowloon.**

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Arcade

2nd. Branch: Main Corridor
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Mrs. E. AKAJI

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MR. H. SUGITA.

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Sufferers**

from Bad Legs, Abscesses, Ulcers,
Piles, Glandular Swellings,
Eczema, Boils, Pruritus and Eruptions,
Gout, Rheumatism, and other skin
diseases. It is the only sure way to
free the blood of the poisonous
matter, the one cause of such trouble.
Clarke's Blood Mixture contains ingredients
which soon over-
come and expel
the impurities,
that is why so many
sufferers stand
in its credit.

**Clarke's
Blood
Mixture**

Pleasant to take.
Of all Chemists
and Grocers.

Refuse Substitutes.

"Everybody's
Blood Purifier."

MILITARY LANDS.

MR. FLETCHER'S SPEECH.

WHOLE POSITION EXPLAINED.

The Hon. Mr. A. G. M. Fletcher,
acting Colonial Secretary, yester-
day made a lengthy statement in
meeting the Legislative Council
on the military lands question.

The Colonial Secretary in intro-
ducing the question, said: Before
moving the resolution which stands
in my name, I must state that it is
not proposed to ask honourable
members to vote upon it to-day. I
propose to make a statement
explanatory of it, and if any mem-
bers should care to ask questions
arising out of that statement, then
the Council can go into Committee
for the purpose of those questions.
I beg, Sir, to move this resolution:

Resolved that this Govern-
ment approves the acceptance of
the award of Sir John Hubert
Oakley, dated the second day of
November, 1923, in respect of
certain lands situated in the
Colony of Hongkong now vested
in the Army Council, as set out
in Sessional Paper No. 1 of 1924,
and recommends that steps be
taken to give effect to it as soon
as possible.

Underlying Principle.

It may perhaps clear the ground
for an understanding of this
complicated question if I begin by
explaining the principles underly-
ing the tenure of military lands,
and transactions in those lands.
The policy of the Imperial Govern-
ment is laid down in what is known
as the Military Lands Circular
despatches of 1890 and 1894, the
rulings most immediately in point
being the following:

On account of the changing
conditions of warfare, it not
infrequently occurs that Colonial
lands and buildings set apart for
military purposes cease to be
necessary or suitable to their
purpose, while, at the same time,
or subsequently, other lands and
buildings have to be acquired to
meet the necessities of the
garrison.

"It is further considered that
all such military properties and
their values should be treated as
part of a capital sum devoted to
defensive purposes, and that their
realizable or estimated values
should, as hereinafter detailed,
be retained by the Colonial Gov-
ernment, and be held by them
available towards the provision
of such other lands and buildings
as it may be subsequently neces-
sary to secure for defensive
purposes."

"With a view of removing any
misunderstanding, Her Majesty's
Government have thought it
desirable to formulate their pro-
posals in the following terms:

"The free surrender to the
Colony of all Colonial military
lands and buildings no longer
required by H. M. Government,
on the engagement by the
Colony that, in the event of
the lands and buildings being
required then or in the
future for the defence of
the Colony, the Colony shall
provide an equivalent for the
lands and buildings so surren-
dered, towards the satisfaction of
the above mentioned require-
ments, and to that end the value
of the lands and buildings
surrendered shall be ascertained
and recorded, and any lands and
buildings provided out of that
value shall be held by H. M.
Government on the same tenure
as those surrendered."

Permanent Defensive Fund.

"This proposal is based on the
assumption that the Colonial
military lands in question con-
stitute a permanent Defensive
Fund of the Colony, the integrity
of which should be preserved, in
kind or value, even though the
original lands themselves may be

diverted to civil purposes. Accord-
ingly, whenever any of such
lands which have been set apart
for defensive purposes have,
from change of circumstances,
or from any other reason, ceased
to answer the purpose for which
they were set apart, and are in
consequence surrendered by the
military authorities, their value
should be treated as forming a
capital applicable, either im-
mediately or from time to time,
so far as it will extend, to
providing other lands or buildings
which may be required in the
Colony for such purposes.

"Valuation of lands or build-
ings, when required under the
circumstances above mention-
ed, should be made by the
Colonial and military authorities
jointly, or in the event of their
disagreeing, by an
independent and competent
surveyor to be chosen by agree-
ment between the Home and
Colonial Governments whose
report should be final."

There is this liability in re-
spect of military lands, and there
is the further obligation on the
Colony to provide 20 per cent of
its revenue under the Defence
Contribution Ordinance, 1901,
paragraph 5 of which reads:

"The said percentage shall be
deemed to be a fixed contribution
payable by the Colony in full
return for the annual cost of the
Imperial garrison, including all
capital expenditure required for
military lands and buildings, and
the cost of maintenance of all
military works and buildings,
and the cost of lodging in lieu
of barracks and of other military
charges whatsoever, provided
that in no year shall the sum
paid by way of percentage exceed
the cost of the garrison for that
year."

Constant Friction.

The question of military lands
tenure was the subject of constant
friction and dispute over a period
of many years, until the position
was finally crystallised in the year
1905 by what is known as the Lewis
agreement. Since that date the
rights of the military over their
land, their reserves and their
encroachments have been absolute-
ly defined, and it must be accepted
as a postulate of the present argu-
ment that these rights are absolute,
and that they must be bought at
the existing market value. This
demand for the removal of the
garrison from its present positions
comes, not from the military
authorities, but from the Colony.
The reasons are so obvious
that it is unnecessary for me
to refer to them at any length.
These large self-contained areas
block the normal development of
the Colony and they isolate large
business districts one from another.
The Army Council has expressed
itself as willing to sell at a price,
and it is now for us to consider
whether it is worth our while to pay
that price.

Previous Agreement.

As to the price. In the winter
and early spring of 1922, Mr.
Perkins and myself, representing
this Government, and Colonel Davy,
representing the local military
authorities, negotiated an agreement,
signed finally on the 31st March,
1922, which was endorsed by their
Excellencies the Governor and
General Officer Commanding, and
was forwarded to the Imperial
Government for approval. Certain
correspondence ensued with the
War Office, and in the meantime
the prices of land rose very rapidly.
The boom had set in, in full force.
The War Office decided to investi-
gate the matter itself upon the
spot, and in September, 1923, they
sent out Sir John Oakley. On his
arrival the Government decided to
invite him to act as arbitrator, with
this limitation, that while his figures
would not be questioned, yet the

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Canton.

Government of the Colony must re-
serve the right to reject them in
town. I think that this was a wise
decision, because Sir John Oakley
as arbitrator must necessarily be
in a more independent position than
as value for one side only; and as
the War Department were in a
position that they did not care whe-
ther they sold or not, they were
sure to stand by his figures. I
may here express the opinion that
the Colony has been very fortunate
in getting an arbitrator of the
calibre of Sir John Oakley. I think
that opinion will be endorsed by
those who came in contact with him.

Witnesses.

As both the Government of the
Colony and the local military
authorities were in agreement, it
was decided not to call separate
witnesses for either side. The
names of prominent business men
and valuers were put before Sir
John Oakley, and he called those
whom he wished. The gentlemen
who gave evidence were the Hon.
Mr. A. G. Stephen, the Hon. Mr.
P. H. Holyoak, the Hon. Mr. Chow
Chou-son, the Hon. Mr. R. H. Kot-
wall, Mr. Bernard, Mr. Henry
Humphreys, Mr. L. G. Bird and Mr.
Gibbs. A number of officers in the
Public Works Department were also
called. The Government prepared
elaborate plans showing the po-
sition of all lands sold at public auc-
tions during the last 14 years in
all parts of the Colony, giving
the upset price, the realised price
and the rate of Crown rent; and
also plans showing all private sales,
between private parties, of land
within reasonable distance of these
large military areas. Sir John
Oakley visited, in company with
Colonel Davy and myself, a very
large number of these sites in per-
son.

A Special Account.

In order to understand the exact
position with regard to these values,

it is necessary to explain the agree-
ment which is to be come to
between this Government and the
War Department. A special ac-
count is to be opened, to the credit
of which is to be put the sum
of £114,000, representing military
contributions overpaid by the
Colony in respect of the two years,
1917-18, 1918-19. There will be fur-
ther put to that credit side the value
of military lands which will be sold
to the military for the purpose of
reprovisioning. That value will not
be great, because the lands are
situated some distance from the
centre of the Colony. On the debit
side will be set this sum of approxi-
mately £17,000,000, representing the
purchase price of these military
lands. That price, of course, in-
cludes the full value for any land
which may be used for a public
purpose. For example, there is a
proposal that a new City Hall may
be built on Murray parade ground.
The Public Works Department
will proceed as soon as may be to
reprovision the garrison by form-
ing sites and putting up
any buildings that they require.
The first situation which they
will begin to deal with is Gun Club
Hill, which is already military
land. There will be no payment
there in respect of the land.

The Same Mistakes.

It has been argued by some that
by putting the British battalion in
that position we shall simply be
repeating the mistakes of the past.
I do not think that can be the case.
We have a 100-foot road on both
sides of Gun Club Hill—Gascoigne
Road on the northern boundary
and a 100-foot road across the
southern boundary. In any event
the military authorities would not
wish to go further afield, and the
British garrison are as much en-
titled as anybody else to the ameni-
ties of existence here. The
second site which is under con-
sideration—and I think will prob-
ably be chosen—is the ridge be-

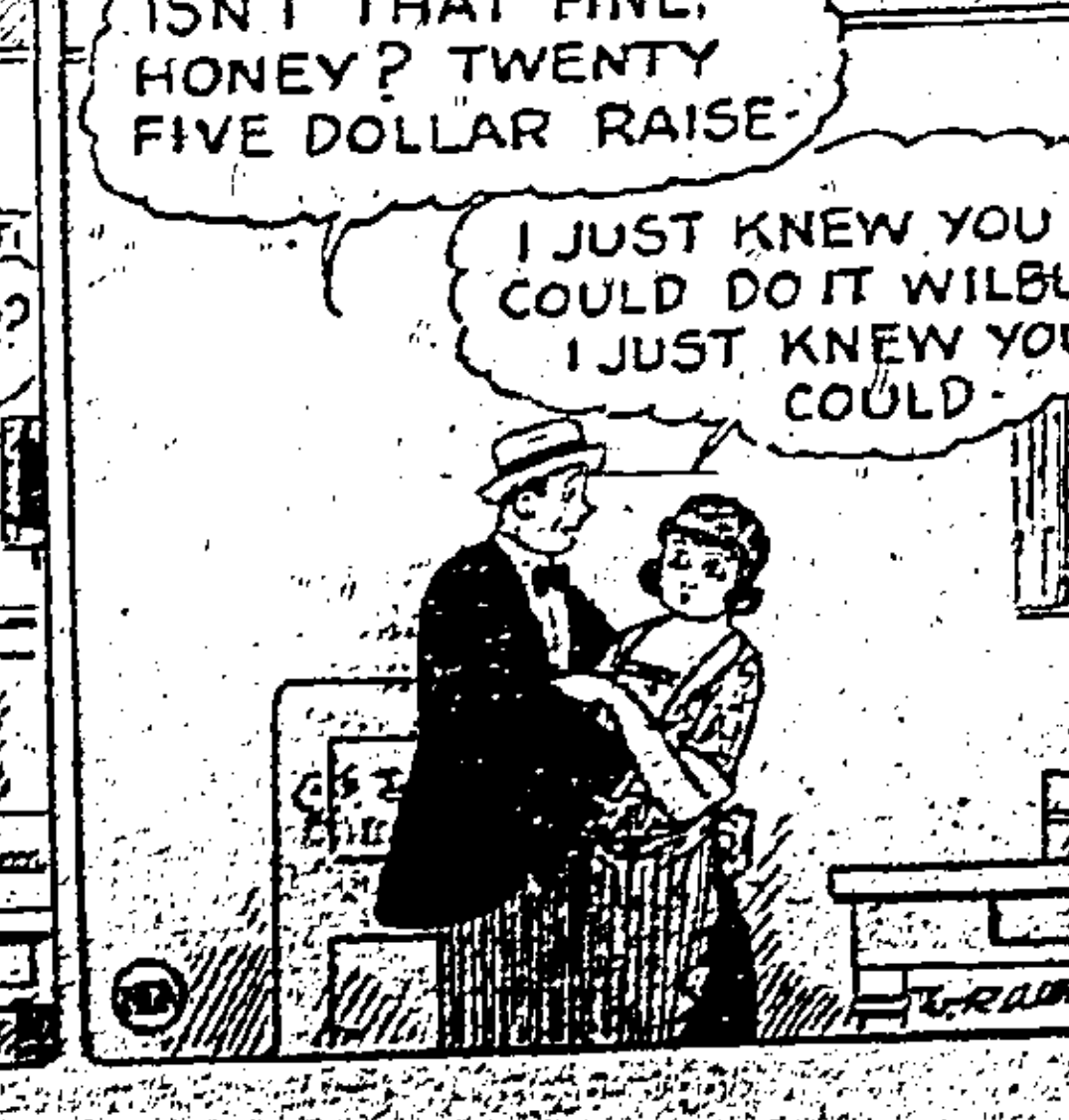
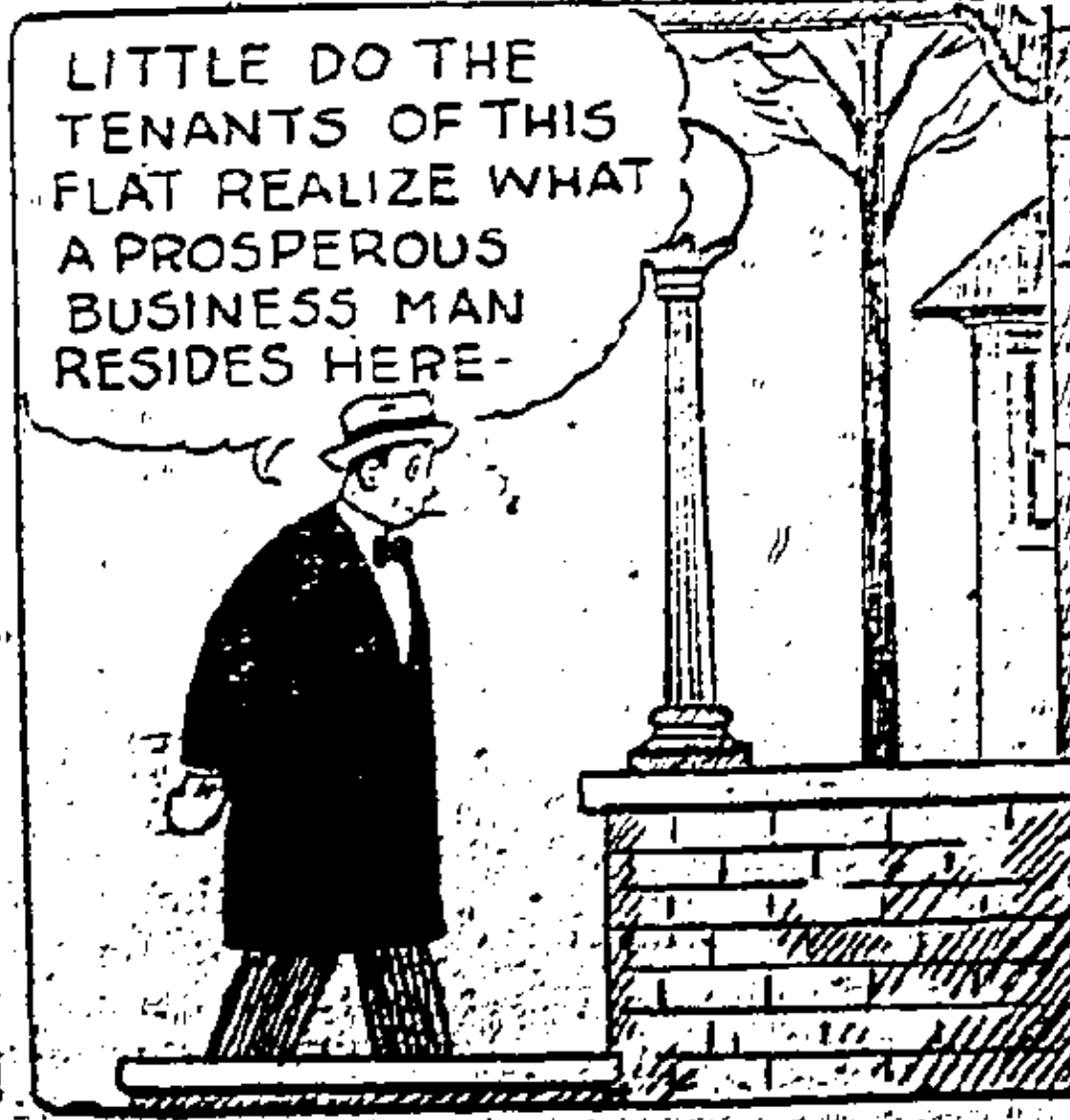
hind the Standard Oil holding at
Laichikok, which goes to the
crown of the road down to the
torpedo pier belonging to the Navy.
I think hon. members know it:
there is a small house at its
southern extremity. The proposal
is that we should level that hill, fill
in the valley and construct a large
cantonment. These works will
necessarily take a long time. It has
been suggested that the Gun Club
Hill barracks may be completed in
three years and the cantonment in
five years. I think, personally,
this is too optimistic a view. In
any event we have to put out our
money for these new works over a
period of years, which may be five
and will not probably in any event
be more than ten. We cannot get
any large area of land from the
military authorities until the Gar-
rison has been reprovioned.
When the British battalion goes to
Gun Club Hill, we hope to get the
greater part of the land on this
side. Therefore, it will be seen
that interest on our money plays
a most important part in this mat-
ter. Our money is going out for
a definite period and we can only
recover it by use of these military
lands after some indefinite future
period. These values of Sir John
Oakley are for the lands in bulk.

Necessary Expenditure.

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for road purposes. In the "Praya
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roads is 42 per cent., not including
the present Praya East road, and
not including the roads which will
be built across the land by private
parties dwelling there. There-
fore, in reckoning the amount of
money you are going to get back
from these military lands, you have
to contemplate them very largely
decreased in size. In addition, you
have to form these roads, provide
drainage, water and light, all mat-
ters of considerable expenditure.

(Continued on Page 3.)

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MILITARY LANDS.

(Continued from Page 2)

The proposition now is: What is the value of these military lands under these conditions, namely, that we prepare for the next two years to pay out up to \$17,000,000, and after a period of three years we begin to receive these military lands, reduce them very largely, anyway up to 45 per cent. in size, by road-making, spend a considerable sum in laying them out and then sell them for what they will fetch? I will put some figures before hon. members in this connection. I think some of them have heard of selling forward for March. Well, this operation is something of the same nature. A syndicate of well-known business men in January, 1923, bought a local property for \$350,000, subject to a five years lease. In January, 1924, they paid \$200,000 more to be released from that five years lease. I am not putting forward the figures as absolutely accurate, but simply roughly for the purposes of argument. They were prepared to pay \$550,000 for immediate possession of the land, for which they would pay \$350,000 for possession in five years. That is a proportion of seven to eleven.

Applying the Example.

Now, we will take Murray Barracks on the same principle. The sum awarded by Sir John Oakley is \$22 a foot. Take off 40 per cent, and I think at least that might come off for roads, the value works out at \$13.20 a foot. Well, on this same argument of the future value, if we sell that in four years time the value we must get is \$17.50 a foot for that land when prepared for building. Or I will take some figures of actual sales which were put before Sir John Oakley. In 1919 the Government bought Beaconsfield Arcade and the buildings upon it, for \$20.52 a foot. In 1920 the site where the Club Lusitano now stands was bought for \$24.97 a foot. At the end of 1921 the old Post Office site was sold for \$26.69 a foot—that is exclusive of roads. In April, 1923, Wiseman's site was sold for \$49 a foot.

Take the old Post Office site of \$26.69 a foot. Now the present value, at 7 per cent, if it was to be sold at that rate after five years, would be \$28.75 a foot. The present value of the old Post Office site, if it is to be realised in ten years, would be \$35.31 a foot. Take Murray Parade ground on the same principle. Taking that \$22 a foot, the price given, taking off for roads, the value, as I have said, is \$13.20 a foot. Take off the half dollar to allow for Crown rent, which will be reimposed for the land, that leaves a value of \$14 a foot. If we are out of our money for five years we must get \$17.69 a foot for it. If we are out of our money for ten years we must get \$24.91 a foot for that area. Our \$17,000,000 will not, of course, be spent at once. It will be distributed, as I have shown, over a considerable period of years, but at the same time it must necessarily take us a very long period to get back that money which we put out. In the 20 years, 1901-1920 inclusive, we got altogether five and a half million dollars from land sales. How long will it take us to get back \$17,000,000 from the sales of these military lands apart from the ordinary land sales of the Colony? I will read extracts from a statement of the Government's case which was put before the arbitrator.

The Government's Case.
"Evidence has been called as to the probable period which must elapse before the whole of the land surrendered can be disposed of by sale" or otherwise. It has been sales, which totalled in the twenty years, that in the years 1901-1920 inclusive there were no great fluctuations in the sums received from land sales approximately \$5,500,000. It has been shown that in the years 1921 and 1922 and the first nine months of 1923 the receipts from land sales approximated to a total of \$7,000,000. The Government submits that, when the demand of the present boom is satisfied, there is no ground for supposing that receipts from land sales during the following twenty years will be appreciably greater than the receipts during the years 1901-1920.

"Sales during the years after the Military lands are ready for the market will not be confined to those lands, but will, as heretofore, be spread over areas in all parts of the Colony. A proportion only of the

proceeds, namely that part of the money which is received from the sale of the Military lands, will be available for re-implementing the Colony in respect of the cash paid out for Military re-provisioning.

A General Slump.

"If, when the land is ready for sale, the Government places any conditions being normal, be a such rates as it will fetch, there will be large quantity upon the market at general slump in land values which will upset all calculations based upon the past records of land sales; which records could not therefore form any criterion as to the values which would be received for the lands in the circumstances suggested. If on the other hand the Military lands are offered at the prices then prevailing in respect of similar property, the Government contends that all past experience goes to prove that the land will be taken up very slowly and that very many years must elapse before it can possibly recover from sales of the Military lands, the money, with interest, which it shall have laid out in Military re-provisioning. Expensive Crown land has never found a ready market in normal times. The Old Post Office site was on the market for a number of years, and it did not find a buyer until late in 1921. In 1910 the Government proposed to put the Genetaph site up to auction as a marine lot at \$30 a foot. The prospective purchaser would not bid at this rate, and it was decided that \$25 would be a sufficient upset price. The prospective purchaser's agent was uncertain whether he would bid at this reduced rate, and the matter was allowed to drop. There has been very little demand for vacant Crown land at Kowloon Point, which has been unoccupied for many years.

Other Land.

"Before the Military lands can be ready for the market, very large areas of new building land along the Eastern Praya and to the north of the Kowloon Peninsula be available.

"Any estimate of the value that should be fixed upon the Military lands depends mainly upon the opinion which is formed regarding the future course of events in the Colony. Past history shows a record of steady and continuous progress, with temporary booms and reactions, and no argument has been advanced to show that future progress will not be along similar lines. It is possible to estimate with approximate accuracy both the period of time over which the Colony will be disbursing money and also the period of time within which the Military lands will be handed over; but it is hardly possible to gauge with any pretence at certainty the number of years which will elapse before the Colony, by re-sale of the lands, will finally recover its money, with interest. That the period will be a long one is certain. On the evidence of past history, which is the only definite evidence available, the period will cover so very many years that interest upon the Colony's disbursements becomes a predominant factor most materially affecting the rates which are now fixed as representing the ultimate cash return from the Military lands."

Differences.

The agreement arrived at locally does not differ much from that of Sir John Oakley's figures, except as regards Murray parade ground, Murray Barracks and the small areas fronting on Queen's Road, a large part of which small areas will be wiped out by the widening of Queen's Road to 100 feet. The difference in the two rates for Murray Parade ground and Murray Barracks was very large. Your optimistic might no doubt tell us that we shall easily get our money back. That is a matter of opinion, and it is most difficult to make any definite statement. The inhabitants of a few years back would regard as incredible the present day prices. It is merely a matter of guesswork what the future has in store for us. I submit, however, it is of immense indirect benefit to the Colony that we should get possession of these military lands in order that we may get proper through communications and develop the Colony on its natural lines. It is perhaps fortunate that these lands have been held so long, as it were, in trust by the military authorities, so that at the present time we have learned from the severe lesson of the mistakes of the past and are ready to lay them out for the development of the Colony on the most up-to-date lines. The Government confidently recom-

mends to this Council, and to the Colony the adoption of the resolution before us to-day."

Before I sit down I wish to express the great obligation the Colony is under to His Excellency the General Officer Commanding and Colonel Dary, for their invaluable co-operation in bringing these difficult negotiations to what I might hope to be regarded a successful conclusion. (Applause).

The Attorney General: I beg to second the resolution.

Questions in Committee.

The Hon. Mr. Pollock: I understand that if this Council goes into Committee, unofficial members might be allowed to put a few questions. A number of questions have occurred to me, and I will now formally move that the Council go into Committee.

Hon. Mr. P. H. Holyoak seconded.

In Committee the Hon. Mr. Pollock said: My first question relates to the plan of the military land. I should like to know whether the plan was that sent for the consideration of unofficial members?

The Colonial Secretary: Yes. Hon. Mr. Pollock: The next question I want to ask is what approximately will be the cost of re-provisioning?

The Colonial Secretary: It is rather difficult to say. The Government's estimate is that it will be less than this sum of \$17,000,000. We have on the one side the \$114,000, and also the credit of this land beyond Laichikok; setting against this the 17 million dollars swing, that leaves a debit balance of about 15 million dollars. The total cost of re-provisioning will be less than that sum. I ought also to mention that it was partly arranged with the War Office that we re-provision fully whatever the cost may be. If we do not use the whole of the debit balance on this re-provisioning, the military authorities will call upon us for the remainder of that balance for future works.

Reserves or Current Revenues.

The Hon. Mr. Pollock: I should like to ask if the 15 million dollars will have to be paid out of current revenue?

The Colonial Secretary: We have reserves to a very large amount. Hon. Mr. Pollock: Is it then proposed to re-provision out of our reserves?

The Colonial Secretary: It is not a matter for putting up any very large sum at once. Payment will go on of course, as buildings progress, and will no doubt, be put before the Council in due course. We have cash in hand.

Hon. Mr. Pollock: Yes, we have cash in hand. The point I want particularly to emphasise is that I understand that it will not be a book entry. We shall have to find the money somehow. Another point is, can the Colonial Secretary give us the figures relating to the Murray Parade Ground, Murray Barracks and the land across Queen's Road. In the agreement of March, 1922, were they considerably less than the figures now put before us? Could the Colonial Secretary give us these figures?

The Colonial Secretary: I will send them to you. Hon. Mr. Pollock: Then, Sir, another question is, what were the totals for the land sales of 1921, 1922, and 1923 respectively?

The Colonial Secretary: For 1921, 1922, and the first nine months of 1923 they were seven million dollars. That is up to the time of Sir John Oakley's arbitration.

Hon. Mr. Pollock: Then does the cost of re-provisioning include the cost of laying out?

The Colonial Secretary: Yes. The definition of re-provisioning is: "Re-provisioning connotes the placing of the troops in a position in no way less advantageous than their present position as regards, primarily strategic needs, and also houses, communication, water, light, recreation and general amenities."

Public Works Problem.

Hon. Mr. Pollock: I suppose the military authorities—assuming we support this resolution, and it is carried—will allow the Public Works staff of the Colony full liberty to survey this land so that the Public Works Department may be in a position to advise the Government in regard to putting up the land for sale.

H.E. the Officer Administering the Government: You do not mean surveying; you are referring to the laying out. Undoubtedly the military will grant all facilities. When the resolution has been passed, it will be the first thing to consider.

Hon. Mr. Pollock: I mean, Sir, that I suppose the lay out could be made almost immediately, and

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there will be no necessity to wait
until the military have removed.

H.E. the Officer Administering
the Government: Quite.

Hon. Mr. Pollock: I should now like to ask whether, in the event of this resolution being accepted, the Government will consider the question of bringing out considerable staffs in sufficient time for them to deal with this very considerable quantity of land which will then be at the disposal of the Government. In this way a certain amount of interest would be saved.

H.E. the Officer Administering
the Government: We are preparing.

The Colonial Secretary: There is one point which occurs to me, though it does not arise directly out of the hon. member's question. Various persons have asked me why there is no separate charge in this valuation for buildings. The reason is that the land, with, for example, Murray Barracks on it, is less valuable than with the Barracks removed. The cost of removal is about equal to the cost of the building. In the case of a building such as a hospital, however, if we were to take it over and use it, we should have to pay for the land and the building separately.

No Agreement in 1922.

Hon. Mr. Pollock: Could the Colonial Secretary tell us whether Sir John Oakley, in making his award, took into consideration the question of the interest the Colony would lose by not having possession of this land for many years.

The Colonial Secretary: It was put before him in an elaborate series of figures.

H.E. the General Officer Commanding: Mention has been made of an agreement of 1922. That agreement was not really an agreement. It was a recommendation from the military authorities here on the resolution to accept as a basis of negotiation certain figures agreed on for valuation, and also the question of how much

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Mr. and Mrs. Redmond, 89—8—81 net.

Miss McGregor and Mr. H. U. Ireland, 91—8—83 net.

Bogey Pool: Winner, A. H. Ferguson, 2 up.

Junior Championship.—The best scores in the qualifying round were: G. Murray 85, A. Morrison 83, A. H. Lay 89, D. McLaren 80, T. T. Oakes 91, T. Ramsay 91.

All Entrants qualified, as only 30 entries were received.

percentage should be added to that old valuation to be acceptable. There was no actual agreement drawn up. I would like to make that point clear.

The Hon. Mr. Pollock: I would like to ask for an adjournment for a week. My unofficial colleagues will meet me at 12 o'clock on Monday next, and by Thursday we shall be in a position to lay our views before the Council.

H.E. the Officer Administering the Government: The discussion on the resolution will continue at the next meeting of the Council, which will be on Thursday next. The Council stands adjourned.

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Secretary.

Hongkong 7th February 1924.

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ANNUAL MEETING OF
SHAREHOLDERS will be held at
the Offices of Messrs. JARDINE
MA'HEOY & CO., LTD. on
Monday, February 25th 1924 at
11 a.m. for the purpose of receiv-
ing the Report of the Directors
and the Statement of Accounts for
the year ended December,
31st 1923.THE TRANSFER BOOKS of the
Company will be CLOSED from
Thursday February 14th 1924
to Monday February 25th 1924,
BOTH DAYS INCLUSIVE.
By order of the Board of
Directors.W. S. BROWN, Secretary.
Hodgkings 5th Feb. 1924.HONGKONG & SHANGHAI
BANKING CORPORATION.NOTICE is hereby given that
the Ordinary Yearly Meeting of the
Shareholders in this Corporation
will be held at the City Hall, Hong-
kong, on SATURDAY, the 23rd
February, 1924, at 11.30 a.m., for
the purpose of receiving the Report
of the Court of Directors together
with a Statement of Accounts for
the Year ending 31st December,
1923.The Register of Shares of the
Corporation will be closed from
Monday, 11th February, to Satur-
day, 23rd February, 1924 (both
days inclusive), during which
period no transfer of shares can
be registered.AND NOTICE is hereby given
that an Extraordinary Meeting of
the Shareholders of the Hongkong
and Shanghai Banking Corporation
will be held on the day and at the
place aforesaid immediately upon
the termination of the Ordinary
Yearly Meeting for the purpose of
considering and if thought fit of
passing the following resolution
viz:That the Directors of the Hong-
kong and Shanghai Banking Cor-
poration be and they are hereby
requested and authorised by and
on behalf of the Shareholders of
the Corporation to take the steps
necessary for the introduction of
an Ordinance into the Legislative
Council of the Colony of Hong-
kong and for the enactment of the
same by the Governor of Hongkong
with the advice and consent of the
Legislative Council thereof to
effect the amendments necessary
to the Ordinance under which the
Corporation is incorporated and
carrying on business so as to allow
of the ordinary note issue of the
Corporation being increased from
\$20,000,000 to \$30,000,000, and to
modify the existing requirements as
regards the deposit of security in
respect of its note issue in the fol-
lowing manner:(a) So that the whole of the in-
crease (namely \$10,000,000) of
such ordinary note issue shall be
secured by coin or bullion or
approved securities.(b) To provide that whatever
the total amount of the note issue
may be at any particular time the
amount of coin as distinct from
bullion or approved securities to
be deposited by the Corporation
shall never be less than one third
of the total amount of the bills in
actual circulation.By Order of the Court of
Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, 4th Feb. 1924.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd & 23rd.

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Buildings. Members are notified
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issued last year.C. B. BROWN,
Secretary.

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February 20th, 21st, 22nd & 23rd.

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Treasurers.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd & 23rd.

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Linstead & Davis,
Treasurers.GOOD
RADIO
NEWS!Amongst our latest arrivals,
now ready for you at re-
asonable prices:—E. V.—199 Vacuum Tubes
(Gil. 12-valve, 8.06 amp.) H.K. \$14.00
E. V.—199 Sockets.....\$ 2.50
Ever-ready 45-volt Plate Bat-
teries, Long Life, Fresh from
Factory.....\$ 8.00
2004-Ohm Double Phone,
Humidity-Proof, Made to our
Order, Comfort and Sensitive-
ness their Features.....\$ 8.50
per pairElectric Soldering Irons In-
dividual for 100, 200, 300, 400
A.C. or D.C. and 32 Volt D.C.S. 7.50

AND

Our New Four-Tube, Dry-cell
Receiver is here, guarantee-
ing the fullest Radio pleas-
ures for you and your
Friends—A demonstration of
this remarkable set will be
given with pleasure.RADIO COMMUNICATION CO.
(ORIENT) LIMITED.3rd Floor,
Alexandra Buildings,
Central 766 Kowloon 608.

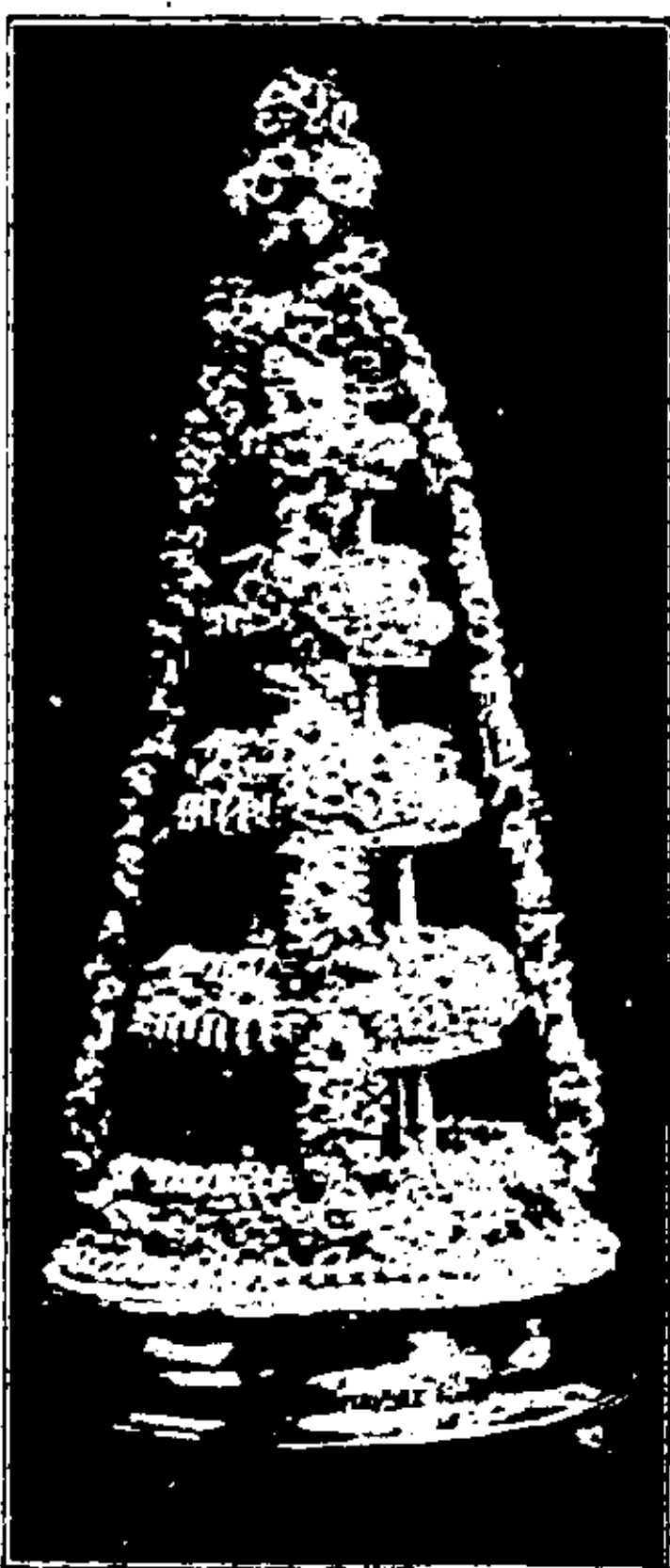
Telegrams: "Broadcast," Hongkong.

NOTICE.

THE Final of the Ladies' open
Championship Single Ten-
nis Tournament will be played at
the Ladies Recreation Club, on
MONDAY, February 11th, at
3.30 p.m. when the Committee
will be at home to members and
friends.

Cafe Wiseman

(LANE, CRAWFORD LTD.)



Wedding Cakes

From \$10.00

Christening,

and Birthday Cakes

Almond Iced and decorated
From \$3.00 each.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday
& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

2A L'Aguiar St. Phone 293.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

G. R.
NOTICE.Particulars and Conditions of the
Sale by Public Auction to be held
on Monday, the 11th day of Feb.
1924, at 3 p.m., at the Offices of
the Public Works Department,
by Order of His Excellency the
Governor, of one Lot of Crown
Land at Shek Shan, in the
Colony of Hongkong, for a term
of 75 years, with the option of
renewal at a Crown Rent to be
fixed by the Surveyor of His
Majesty the KING, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Block	Locality	Boundary Measurements	Original Area by H. L.	Actual Area by H. L.	Area by H. L.
1	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
2	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
3	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
4	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
5	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
6	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
7	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
8	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
9	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000
10	Shek Shan	1000 ft. by 1000 ft.	1000	1000	1000

YOU'LL NEVER FORGET

Mrs. WALLACE REID

— in —

"Human Wreckage"

ENGLISH COLUMBIA
RECORDS

(NEW-PROCESS)

LENER STRING QUARTET

L.1512 { QUARTET IN D MAJOR Notturmo
QUARTET IN D—Schero-Allegro con Tanto e con fuoco

YOVANOVITCH BRATZA (Violin)

D.1467—WALTZ IN A MAJOR—LOVE'S SORROW

W. H. SQUIRE (Cello)

L.1513.—AN OLD ITALIAN LOVE SONG..... MEDITATION

WILLIAM MURDOCH, (Pianoforte)

D.1467 { THE RUSTLE OF SPRING (Frühlingsrauschen)
JARDINS SOUS LA PLUIE (Gardens under Rain)

AT

ANDERSON'S

LAST TWO DAYS—

HAROLD LLOYD

IN

"WHY WORRY?"

EXIT WORRY! ENTER MIRTH!

HE TOUCHED YOUR HEART IN "Grandma's Boy!"

HE CURED YOUR ILLS IN "Dr. Jack!"

YOU SHRIEKED AT "SAFTY LAST."

NOW HE'LL TICKLE YOU PINK WITH HIS RED-HOT
ROMANCE.HERE IS SOMETHING DIFFERENT AGAIN: A ROAR.
A RIOT.

THE BOY'S A WONDER!

HE'LL WAVE AWAY YOUR WEARY WORRIES WITH
HIS LATEST, FAST, FUNNY, FURIOUS FARCE.W O R L D
T H E A T R E
Des Voeux Road Central

NATIONAL LOANS

SUBSCRIBERS to the National
Loans of the Third Year of
the Republic (1914) and the
Eleventh Year of the Republic
(1923) are hereby notified that
the following Drawings for the
redemption of the above Loans
will be held this year.THIRD YEAR LOAN.
2nd June 1924: 7th Drawing
(\$2,750,000 approx.): redem-
ption begins 30th
June.1st December 1924: 8th Draw-
ing (\$2,750,000 approx.): redem-
ption begins 31st
December.
It is to be noted that two
Drawings of this Loan, instead of
one, are being held this year in
order to bring the redemption of
the Loan and its extinction in
1925 into line with the schedule
of amortisation prescribed by the
Loan regulations.

ELEVENTH YEAR LOAN.

10th May 1924: 3rd Drawing
(\$1,500,000): redemption
begins 31st May.10th November 1924: 4th Draw-
ing (\$1,000,000): redem-
tion begins 30th
November.The service of the above two
Loans is conducted independently
and forms no part of the National
Consolidated Loan Service.

F. A. AGLEN,

Inspector General of Customs,
Inspectorate General of Customs,
Peking, 23rd January 1924.HONGKONG BOXING
ASSOCIATION.FOURTH TOURNAMENT OF
THE SEASON.Friday, 8th February, 1924,
at 9.15 p.m.at the
THEATRE ROYAL.

Main Event.

Fifteen Round Featherweight
Championship of the Colony and
the Scott Harstorf Belt.Stoker P. O. Jim Cartledge,
Royal Naval Yard,
(Imperial Service Featherweight
Champion)A. B. Chadwick,
H.M.S. "Marazion,"
(Lightweight Champion of the
Colony).Also "One ten round Light
Weight Contest and One Welter
weight, One Light Weight, Two
Featherweight and One Fly-
weight Contests, each of six
rounds.Booking.—For Members only
on the 4th February at Moutrie's,
5th February, at the Hongkong
Hotel.For the General Public on the
6th February, at the Hongkong
Hotel. On the 7th and 8th
February, at Moutrie's.

Usual Prices.

Next Tournament: March 8th,
at the Theatre Royal.THRILLING TALE OF
THE SEA.Woodwork and cargo
used as Fuel.Looking battered and bruised
and evidently having suffered
severely in a succession of
storms, the str. Kurdistan, of
the Hindustan Steamship Line,
reached Shanghai from Seattle
on January 31st, says the
N.C.D.N. One shipping man
who saw her reach port said
that her appearance gave the
impression of first having been
sunk, then raised and set on fire,
and it is probably difficult to
improve upon this. The outward
appearance of the steamer was
due to the icecoasting which
settled upon her and which did
not really melt until within a
couple of days of reaching
Shanghai. For the rest the
severe storms she encountered
occasioned her appearance. Little
wonder, either, for she had to
go as far north as Alaska for
coal in the course of her voyage,
and then prior to reaching
Shanghai was burning woodwork
and cargo to keep steam going.
Her voyage required 61 days,
practically double the usual
length of time.The Kurdistan left Seattle
with her cargo of wheat on
Thanksgiving Day, November 29.
Twentyfour hours out she struck
bad weather and this continued
for no fewer than 15 days. Seas
broke over her continually and
so bad were the conditions that
on occasion she made no more
than 30 knots during the 24
hours. To make matters worse
the sea was never true, the waves
running in opposite directions
and battling against each other.
The lifeboats were lashed down,
otherwise they would have gone
by the board, and as it was they
were all strained.Making such slow progress as
this, it became evident that coal
would give out long before China
was reached, and it was decided
to run for Dutch Harbour in
Alaska. This port was made
under very great difficulties, and
it is interesting to note that the
Kurdistan was to some extent
guided thither by wireless direc-
tions from other ships in the
vicinity. Dutch Harbour is a
place of about 450 inhabitants,
most of them Aleuts, but there
are also a number of Americans.
Fortunately an American firm
here had a good supply of coal,
and the Kurdistan bunkered.
The crew had to do the work, as
local labour could only bring the
coal to the quay-side.

RENEWED HARDSHIPS.

After staying at Dutch Har-
bour for seven days the weather
prospects appeared to be more
favourable and the Kurdistan set
out for her destination. The port
was left on Christmas Eve, but
immediately the steamer plunged
once more into the thick of bad
weather. Without intermission
this continued for the next three
weeks, and then the only thing
to do was to make for the nearest
Japan port. Coal was again
rapidly giving out, and whatever
woodwork there was, fenders and
everything else, was being used
as fuel in conjunction with the
cargo of wheat. By mixing these
up with the coal it was possible
to keep the furnaces supplied. By
January 14 the weather fortu-
nately moderated, and she was
able to make the Japanese port
of Kushiro.To realize the hardships the
Kurdistan had experienced up to
this stage it may be mentioned
that in the early part of the voyage
the win was blowing at a terrific
rate, while the temperature went
as low as eight degrees Fahren-
heit. To make matters worse,
the Kurdistan had previously been
on the west coast of Africa and at
one period 22 out of 28 of the crew
were down with malaria.Kushiro was reached safely,
but there it was difficult to make
the ship's wants known as no-
body really spoke English. The
Japanese, however, did their best,
each official, it is said, having
three dictionaries to help him,
and the Kurdistan secured enough
coal to take her to Muroran.
From there to Shanghai was a
comparatively uneventful voyage
after the original struggle towards
Alaska and then Japan.

LONDON'S TRAFFIC DEATHS.

London's traffic death toll is
sprawling. Life after life is being
sacrificed on the "after of haste
and recklessness." In three
months, there were 19,263 street
accidents, according to Scotland
Yard. In them, 158 persons
were killed. All but 18 of the
fatalities were attributed to
automobiles. Yet there are fewer
traffic policemen to-day than 19
years ago.

FLETCHER'SCOUGH LINCTUS
THE IDEAL REMEDYFOR
COUGHS, COLDS, BRONCHITIS, ASTHMA, ETC.
75 cents. Per Bottle.

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THE PHARMACY.FLETCHER & CO., LTD.
2, Queen's Road, Central, Hongkong. Tel. No. 345**FOOK WENG & CO.**Astor House Buildings. Manufacturer of
Swatow Drawn Work & Embroideries.
Dealers in all kinds of Silk goods of the best quality.
Mandarin Costumes, Antique China and Curios, Etc., Etc.**CHEAP SALE**

The opportunity occupies 25 days only.

15th. December, 1923 - to - 8th. January, 1924.

Tel. 654 **HOP CHEONG** 55, Queen's
Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORKEMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.**MORISON PIANOS.**Specially built for this Climate.
Cash or easy payments.**TSANG FOOK PIANO CO.,**

Telephone 2127. 94a, Wanchai Road.

A permanent roofing at a price
competitive with corrugated iron.**"ITALIT"**The perfected red and grey corrugated
cement-asbestos**ROOFING**The Inspecting Engineer to the Crown
Agents for the Colonieshas conducted an
interesting and conclu-
sive series of tests on
"ITALIT"and a copy of his report,
together with full particu-
lars of "ITALIT," will
be forwarded post free on
request.**"ITALIT"**
provides the maxi-
mum in durability
and safety at a
minimum cost.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

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SHEWAN TOMES & CO.

HONGKONG & CANTON. SOLE AGENTS

EARLIER TELEGRAMS.**THE ALLEGED SECRET TREATY.**London, Feb. 7.
Reuter learns that Mr. Ramsay MacDonald learned of the
alleged Lloyd George interview yesterday, half an hour after he had
received a report from Paris with which he was most pleased because
it showed how well things had gone since the Labour Government
came into office. On inquiry Mr. MacDonald learned that the French
Ambassador called at the Foreign Office on Jan. 8, and the Foreign
Office carefully considered the hitherto secret documents for several
days. As Lloyd George has not returned the documents, which were
the Foreign Office's only copy, it is impossible say what they con-
tained.It is understood the incident is a great blow to M. Poincare,
with whom the Labour Government has been getting on very well,
and with whom, also, important arrangements had been made with
regard to the Palatinat. Obviously M. Poincare might suppose the
action was taken behind his back. Lord Crewe was instructed to
call on M. Poincare this morning to explain the whole situation.—
Reuter.Paris, Feb. 7.
The Paris Press is indignant about Mr. Lloyd George's state-
ment, and dwell on the fact that the accusations were made just
when Mr. Wilson died.The Matin says it knew Mr. Lloyd George was capable of
treating historical veracity with the utmost fantasy, but never
thought he would go so far as to imagine a secret treaty which does
not exist, merely in order to flatter the Labour Party.The Petit Parisien says that Mr. Lloyd George's calumny by its
very gravity excludes all probability.The Gaulois says that once again Mr. Lloyd George has been
taken in the very act of uttering incorrect statements.—Reuter.**NEW JAPANESE LOAN.**London, Feb. 7.
Preliminary arrangements have been made for the issue in the
near future in London and New York, under the auspices of in-
fluential banking houses, of a large Japanese Government loan to pro-
vide for redemption of the £35,000,000 4½% bonds maturing in
1925, and to furnish a considerable balance of new money for earth-
quake reconstruction purposes.The newspapers point out that the Janger dated Japanese stocks
at present stand at a price yielding about 6%, and a loan issued on
the basis of about 6½% will naturally be attractive to investors.—
Reuter.**BRITISH SHIP SUNK.****CREW RESCUED BY THE
PRESIDENT TAFT.**The story of an excellent piece of
rescue work is told by the crew of
a British steamer who came into
port on Wednesday as passengers
on the s.s. Empress of Australia.
They were the men of the s.s.
Mary Horlock, which foundered
in the Pacific some 700 miles to
the southward of Japan on Jan. 25th.
The work of rescue was carried
out under very bad conditions by
the s.s. President Taft.The Mary Horlock, a vessel of
over 3,000 tons and registered at
Manningtree, left Seattle with
a cargo of lumber on Decem-
ber 20th last. When eleven
days out she encountered stormy
weather and thereafter had to
battle with stiff winds and heavy
seas for over three weeks in mid-
Pacific. As time passed conditions
worsened, and on Jan. 24th and
25th, the Mary Horlock was driven
out of her course and was unable
to make any headway. To make
matters worse, her cargo began to
shift and settle towards the stern.
Mountainous seas broke over her
and the pumps were quite insuffi-
cient to cope with the extraor-
dinary influx of water. The ship
tilted until she stood at a rakish
angle on her beam end. She also
developed a windward list of
about 40 degrees. Wireless
messages were then sent out and
these were picked up by the Taft
and an oil tanker, the Huglin.
The distressed vessel gave her
position as being about 700 miles
to the south of Japan, and the Taft
sent a message to say that she was
on the way to the rescue. The
Taft's message was received by
the Mary Horlock on the evening
of the 25th, and at 3 p.m. the fol-lowing day she reached the then
sinking vessel.**Good Work.**The condition of the Mary Hor-
lock was very precarious, and the
seas were still very heavy and the
weather bad. The Taft, which is
commanded by Capt. January,
went alongside and poured a
quantity of oil on the waters; and
it became possible to launch boats.
The first load of men was taken
off at about 4 o'clock and the last
load, including the captain, left
the stricken vessel at 6 o'clock.
This rescue work was carried out
under very trying conditions and
great credit is due to the Taft for
all that she accomplished. The
listing of the Mary Horlock made
the launching of boats a very
difficult matter, and it was not
until running skids had been put
down the ship's side that the boats
could be put in the water. When
she was abandoned the Mary Hor-
lock was sinking fast. She disap-
peared soon afterwards.The Captain of the sunken
vessel, Capt. R. C. Hill, had been
in command of his ship since she
was put in commission about five
years ago. The other rescued
officers are—Chief officer, D. J.
Jones; 2nd officer, T. Jones; Chief
engineer, W. Dockwray; 2nd en-
gineer, V. Archel; 3rd engineer, T.
Murphy; 4th engineer, H. Dobson.
The crew of 38 included 14
Africans, and all these were saved.
The President Taft took the
rescued men on to Yokohama and
they were picked up at Kobe by
the Empress of Australia and
brought to Hongkong, whence they
will be sent on to England.The Mary Horlock was owned by
the Horlock Shipping Company, and
her cargo, consigned to Japan
through the American Trading
Company, was valued at about
half a million yen.**CONSIGNEES.****NOTICE TO CONSIGNEES.****TOYO KISEN KAISHA.**S.S. "SIBERIA MARU"
Voy. 37-WESTFrom SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& SHANGHAI.The above named Steamer hav-
ing arrived on Tuesday 5th
Feb. 1924, consignees of cargo are
hereby notified to present their
Bills of Lading for counter-
signature, and take immediate
delivery from alongside steamer
or the Company's Godown, where
all cargo impeding immediate
discharge will be landed at
consignee's risk.Storage will be assessed on
cargo remaining undelivered
after Tuesday, 12th Feb. 1924.All broken, chafed and damag-
ed packages will be landed into
the Company's Godown, where
same will be examined on
Tuesday, 12th February, 1924, at
10 a.m.No claims will be recognised
after goods have left the steamer
or Godown, and none will be
entertained if presented later
than three weeks after arrival of
steamer.No fire insurance whatever
will be effected.Y. TSUTSUMI,
Manager.

Hongkong, 5th February 1924.

**THE EAST ASIATIC CO., LTD.
COPENHAGEN.**

The S/S "ERLE"

having arrived, consignees of
cargo are hereby informed that
all goods are being landed and
placed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf & Godown Co.,
Ltd., where delivery can be
obtained as soon as the goods
are landed.No claims will be admitted
after the goods have left the
Godowns, and all goods remain-
ing undelivered after the 13th of
Feb. 1924 will be subject to
rent.All broken, chafed and damag-
ed goods are to be left in the
Godown, where they will be
examined by Messrs. Goodard
& Douglas on the 13th February
1924 at 10 a.m.All claims against the vessel
must be presented to the under-
signed before 17th February 1924,
or they will not be recognized.No fire insurance will be
effected.
Bills of Lading will be counter-
signed by.**JOHN MANNERS &
CO., LTD.**
Agents.

Hongkong, 6th. Feb., 1924.

**HUMPHREYS ESTATE AND
FINANCE CO., LTD.**NOTICE is hereby given that
the ORDINARY ANNUAL
GENERAL MEETING OF
SHAREHOLDERS IN THIS
COMPANY will be held at the
Hongkong Hotel, Hongkong on
SATURDAY, the 9th February
1924, at 11 a.m. for the purpose
of receiving the Report of the
Directors together with a State-
ment of Accounts for the year
ending 31st December 1923.The TRANSFER BOOKS of
the Company will be closed from
the 1st February to 9th February
(both days inclusive), during
which period no transfer of
Shares can be registered.
JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 23rd. Jan. 1924.**THE EAST ASIATIC CO., LTD.****COPENHAGEN.**Regular Freight and Passengers Service for Bangkok,
Hongkong, and return.M.S. "Bintang" in port
(2779 tons) Expected on or about
S.S. "Banka" 23rd. February 28th. February
(1648 tons) Subject to change without notice.For further particulars please apply to—
JOHN MANNERS & CO., LTD.
Agents.**THE EAST ASIATIC CO., LTD.****COPENHAGEN.****The S. S. "ERLE"**will be loading for Valencia, Dunkirk, Rotterdam, Amsterdam,
Hamburg Copenhagen and other Scandinavian
ports about

10th. of March 1924.

Further Sailings:— { Expected on or Will leave homewardbound
about on or about
M.S. "Java" 11th. February
S.S. "Natal" 25th. February
M.S. "Asia" 4th. March 10th. April
Subject to change without notice.For further particulars please apply to—
JOHN MANNERS & CO., LTD.
Agents.**YOU'LL NEVER FORGET
Mrs. WALLACE REID****"Human Wreckage"****CONSIGNEES.****NOTICE TO CONSIGNEES.****N. Y. K. LINE**(NIPPON YUSEN KAISHA.)
FROM EUROPE & STRAITS.The Steamship
"TSNYAMA MARU,"having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
whence delivery may be obtained.
Goods not cleared by the 13th.
February 1924, will be subject to
rent.Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co.'s
representatives on any Tuesdays
& Fridays, at 2.30 p.m. within the
free storage period.All claims must be presented
within ten days of the steamer's
arrival here, after which date
they cannot be recognized.No claims will be admitted
after the goods have left the
Godowns.No fire insurance has been
effected.
NIPPON YUSEN KAISHA.
Hongkong, 6th. Feb. 1924.**CONSIGNEES.****THE EAST ASIATIC CO., LTD.
COPENHAGEN.**The S/S "KINA"
having arrived, Consignees of
cargo are hereby informed that
all goods are being landed and
placed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf & Godown Co.,
Ltd., where delivery can be
obtained as soon as the goods are
landed.No claims will be admitted
after the goods have left the
Godowns and all goods remain-
ing undelivered after the 14th of
February 1924 will be subject to
rent.All Broken, chafed and
damaged goods are to be left in
the Godowns, where they will be
examined by Messrs. Goodard &
Douglas on the 14th of February
1924, at 10 a.m.All claims against the vessel
must be presented to the Under-
signed before the 18th of
February 1924, or they will not
be recognized.No fire insurance will be
effected.
Bills of Lading will be coun-
tersigned by**JOHN MANNERS & CO., LTD.**
Agents.
Hongkong, 7th February, 1924.**MASSAGE HALL****MRS. S. UZUNOYE,**
Expert Masseuse
87 Queen's Road Central
2nd. Floor**RADIO-MAGNAVOX** Loud
Speakers and Amplifiers.
Batteries, Insulators,
Crystals, Aerial Wires,
and all other parts.
DE-SOUSA & CO., LTD.
84 George's Bldg, 2nd Floor.
Tel. No. Central 1264.**The Hongkong Telegraph**

Published Daily

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GIVES THAT DISTINCTIVE EXCELLENCE
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BURNETT'S Gin was a household word in London before
most of the men who fought in the big war were born—
AND STILL IS

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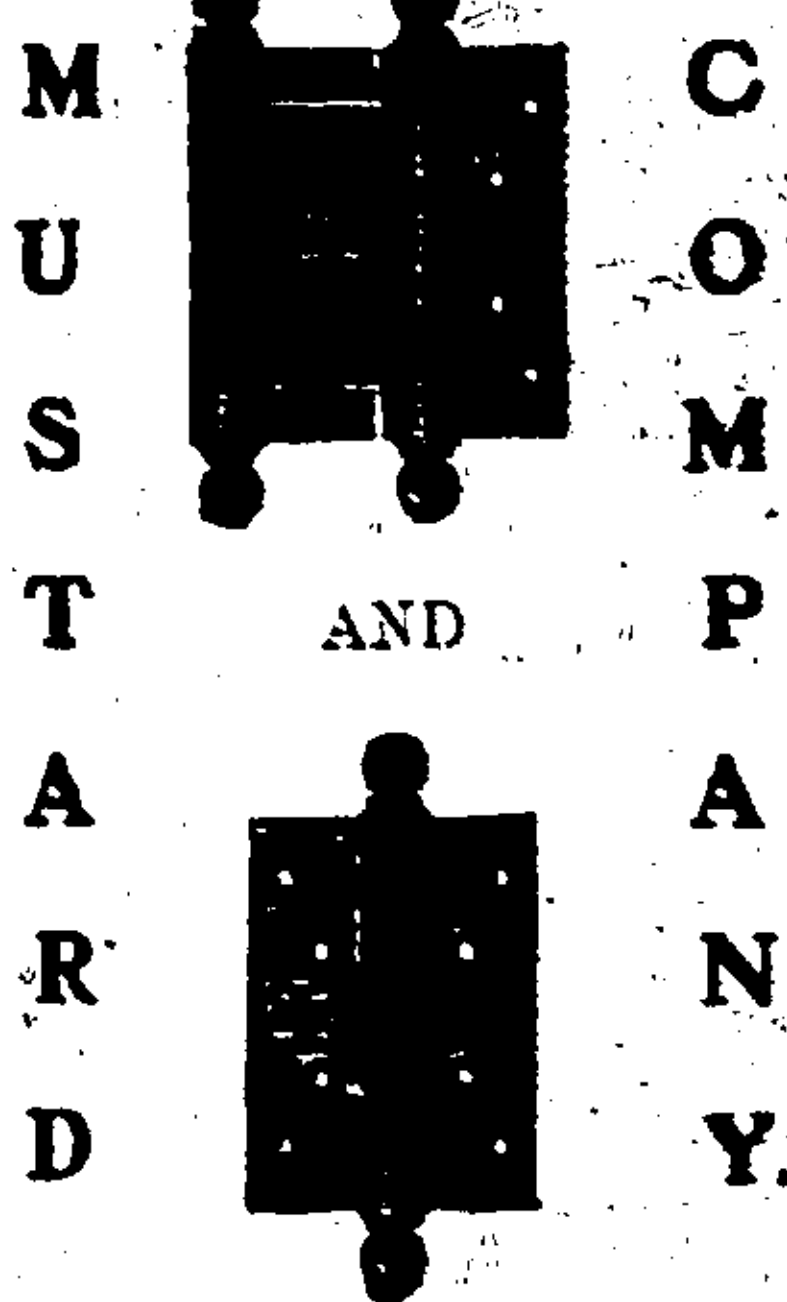
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HONGKONG HOTEL BUILDINGS
PEDDER STREET.

CHICAGO
SPRING HINGES

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17, Connaught Road, Central.
Tel. 1186 Central.

DEATH.

PETRIE.—On the 8th. February, 1924, of pneumonia, Little, the dearly beloved wife of Thomas Petrie. Funeral passes the Monument to-day at 3 p.m. (Shanghai and Japan papers please copy).

The Telegraph.

HONGKONG, 8th Feb., 1924.

A COSTLY BARGAIN.

From the statement made by the acting Colonial Secretary at yesterday's meeting of the Legislative Council, it will be gathered that the military lands question is a much bigger and more complicated one than would appear at first sight. Mr. Fletcher presented the facts in the customary clear and lucid manner which we have come to associate with his utterances in the Council Chamber. It has to be conceded, also, that remembering he was speaking for the Government in favour of the acceptance of Sir John Oakley's award, he put the case with extreme fairness. He did not take the attitude that the Government had struck a fine bargain which it was palpably to the interest of the Colony to accept. Indeed, he rather stressed the other aspect of the question, laying due emphasis on the financial burdens involved, showing an obvious desire on the part of the Government to take into its complete confidence the public which will, after all, have to foot the bill.

We will be quite frank, at the outset, in expressing the opinion that the more we analyse the terms of Sir John Oakley's award, the less favourable does it appear from the purely monetary standpoint. It means that the Colony is to be debited not only with a sum of close on seventeen million dollars, but that we have to lose interest on the money employed in building new premises for the military. Furthermore, in consequence of some forty per cent. of the newly-acquired lands being needed for roads, we shall have to sell these military plots at a much higher sum per foot than we paid for them if we are to break even. Moreover, a much larger P.W.D. staff will be needed to cope with the re-provisioning of the garrison. What the cutting down of the areas for public purposes, together with the loss of interest, means is well illustrated in the case of the Murray Barracks block. The Government is to get this at a

rate of \$24 per foot, but by the time these other factors are taken into consideration we shall need to realise over \$57 per foot in four years' time if we are to come out of the transaction without a loss. The point is whether some years hence—after the military have been transferred to the other side of the harbour—the various lots can be sold even at what they will have cost, leaving the point of profit altogether out of consideration. Another most important point is that these lands will have to be sold in addition to the customary auctions of Crown land. The plain fact has to be faced that, apart from eventual sales, there will be extremely little to set off against the War Department bill. It may be the case that on the credit side of the special account which is to be opened there will appear a sum of £114,000, representing excess Military Contribution which we have overpaid, but we cannot see that that has really anything to do with the issue. That amount is due to us whether the award is ratified or not, and it does not appear to us to enter into the transaction at all.

We would not go so far as to suggest that the award should be rejected, because that merely brings us back to the point we were at when the protracted negotiations first commenced. It cannot be modified, for the simple reason that the Government has agreed to regard Sir John Oakley in the role of sole arbitrator. We would suggest, however, that if the award is accepted, an effort be made to secure immediate possession of some of the lands on which no buildings stand, with a view to early sale. That would at least ensure something going into the credit side of the account before the outgoings became very considerable. On the larger question of eventual public interest, there can be no two opinions that a settlement of the whole issue would be wise. The point is whether the present time and the present terms are the best possible. Unofficial members have so long and consistently pleaded for the transfer of the lands that we cannot very well see how they can now bring the whole negotiations to naught merely on a matter of the terms of the settlement.

Man and the Elements.

Perhaps it is man's overweening conceit that makes him think he has been able to tabulate all the vagaries of Nature, and tell exactly what she should do on such and such a date. Particularly might this be the case with the elements. Weather conditions are expected to be this or that according to statistics drawn up after many years' observation, but even then special departments have to be kept up to maintain a close watch on all those signs which man has learnt to reckon with as foretelling weather changes. Modern science has reduced miscalculations to the minimum, and the meteorological art of this century has attained a high degree, yet one cannot keep count of all the occasions when the weather refuses to be bound by precedent and behaves in a manner we have to call abnormal. In Hongkong we seem to be learning a great deal about abnormality of the elements. Last summer the typhoons were of unusual frequency, the most severe of all had a record wind velocity, and the rainfall on two occasions was exceptional. Our previous winter was drier and colder than usual, whilst this season has been comparatively warm and wet. The storm of two evenings ago, and the remarkable recurrence early this morning—with less thunder, more lightning, and the wind seemingly from an opposite direction—are unusual for this time of the year. Who knows what we might be in for yet?

Abnormal Conditions.

Whilst dealing with weather elements, it is not inappropriate to consider the fact that abnormal conditions have been persisting over most of

DAY BY DAY.

BAD WEATHER BOUSES—OUR NOT VERY LITERARY RACE TO REAL FORCE AND ELOQUENCE—Mr. Edward Bennett.

We have received a copy of the Hongkong Civil Service List for the current year.

Yesterday's health return shows 16 Chinese cases of small-pox and one American occurrence of paratyphoid fever.

The silk forwarded from here by the Empress of Asia on 10th January arrived in New York on 2nd February, having been 23 days in transit.

A Chinese was yesterday knocked down by a motor car at the junction of Water Street and Queen's Road West, and was taken to the Government Civil Hospital.

We have received a copy of the score of "Nobody Has the Blues," a fox-trot of which the words and music are the composition of Mrs. J. H. Taggart. Copies are now on sale at the Anderson Music Company.

We are advised that the departure of the homeward P. and O. mail steamer Kashgar from Shanghai was delayed for 38 hours by fog and she is accordingly not now leaving Hongkong until 4 p.m. on Sunday, the 10th February.

New from Australia, where Inspector W. G. Gerrard of the H. K. Police is on a visit, tells of his athletic exploits at the Calceonian gathering at Sydney on New Year's Day—a truly fine showing, considering the date and the fact that he was not in sporting garb. Mr. Gerrard put the 15lb. stone 38ft. 5 ins. and threw the 16lb. hammer 32ft. 2 ins., winning two second prizes thereby, and being close to the winner's performance on each occasion.

FOOTBALL.

TO-MORROW'S TEAMS.

The following teams have been selected to represent the Kowloon Football Club on Saturday at Kowloon against H.M.S. Despatch Rasmussen; Morton and Knight; Howarth, Turner and Pasco; Millard, Mason, Latham, Duncan and Muir. Reserve: Leonard.

The following will represent Kowloon 2nd XI against Sacred Heart: Beach; Ollier and Urquhart; A. W. Brown, W. H. Brown and Randle; Hast, Vickers, Spary, Sibley and Haylock. Reserves: Taylor and Chapman.

The following will represent the Club Reserves in their 2nd Division League match with H.M.S. Titania on the Club ground:—S. H. Garrod; H. T. Burton, J. Lyon; A. Ferguson, E. W. Raiton (Capt.), J. Gardner; R. Bell, A. Roberts, W. Stewart, A. Douglas, G. May. Reserves:—R. W. Williamson and A. F. Paul.

The following have been selected to represent Club de Recreo in the Junior Challenge Shield against the South China "B" at 2.45 on St. Joseph's ground:—M. Silva; E. P. Hyndman, H. Frate; P. Xavier, A. Carvalho, A. A. Remedios; V. Xavier, L. Rocha, A. Gosano, W. Ogley, D. Xavier and A. A. Botelho. Reserve:—J. Ribeiro.

The world. The exceptionally big list of earthquakes alone is a matter for comment, and seismological experts are still discussing the occurrences in Japan, and speculating on future possibilities. One can only presume that certain events mean certain things, and man, with more or less confidence in the correctness of his conclusions, draws wonderful diagrams of hidden volcanoes and earth movements for the benefit of his less-informed fellow-men. When all else fails, there are always our old friends the sun-spots to blame for tricky weather or other phenomena. So it goes on. More tables will be drawn up this year, more statistics arrived at, further learned dissertations published, and sooner or later something will happen to upset all our calculations and prove how little mere man has really learnt of such matters.

TO-NIGHT'S BOXING.

INTEREST IN BIG FIGHT.

Interest is running high amongst fight followers, and who will be the winner of to-night's contest for the featherweight championship of the Colony between A. B. Chadwick and S. P. O. Jim Cartledge. Both contestants have finished training and are in perfect trim. Chadwick has been trained by P. O. Jack Callahan, heavyweight champion of the Colony, while Cartledge has been training at Kowloon with A. B's Eardley and Patmore, who are also billed to meet opponents to-night. It is certain the City Hall will be packed to its utmost capacity on this occasion.

The main contest bids fair to be one of the best contests ever arranged by the Boxing Association, both men being high class fighters.

Chadwick is the makings of a champion. He has done everything asked of him. His record, which is too well known for comment, is not as attractive as that of Cartledge's but he has proved that he can rise to the occasion when it demands, as proved in his fight in Shanghai lately. In Cartledge, however, he will be meeting a man of his own weight and will not have to be giving away weight as he has been doing in most of his fights.

Cartledge's record is as follows:—Featherweight champion Royal Navy and Marines 1919-1922; Featherweight champion British Imperial Forces 1920-1921; winner of the Belt and featherweight tournament promoted by the Ring, Blackfriars, 1922; lightweight champion Royal Naval Marines, British Imperial Forces and Atlantic Fleet 1923; Tommy Evans, Army Champion, K.O. 6 rds; Rattler Morgan, won points 6 rds; Billy Palmer, won points 20 rds; Billy Handley won points 15 rds; Billy Matthews, ex-featherweight champion of Europe won points 20 rds; Jimmy Corp, won points, 20 rds; E. Williams, won points, 15 rds; Kid Preston, K.O. 4 rds; Syd Bennett, K.O. 4 rds; A. Ritchie, K.O. 7 rds; Cpl Dalton, K.O. 3 rds; Danny Frush, lost points, 15 rds. Cartledge has yet to be K.O'd. Such a hard hitter as Danny Frush, who has been knocking many an aspirant to championship honours recently, could not perform that feat. If records count, Cartledge has a good chance of winning, but the admirers of Chadwick will go, "hook, line and sinker" on their man's chance. Whoever wins this contest, it will be worth going miles to see.

The remainder of the card is very attractive and of nearly as much interest as the main event is being centred on the semi-final, between A. B. Eardley and P. T. I. Harris. Eardley is the lightweight champion of the China Squadron and is a man of promise. Under the careful tutelage of Cartledge, he has the makings of something extraordinary. His opponent will be making his local debut, but he has been doing things at home. His endorsement is a 15 rds draw with P. O. Rattler Morgan, which speaks for itself.

Contestants in the remaining bouts, with the exception of A. B. Patmore, are too well known for further comment. Patmore, as has been said, has been training with Jim Cartledge and likes his chance with Lance Cpl. Major. The latter generally makes his contests short and sweet, but whether it will be so in this case remains to be seen.

"GLOBE TROTTERS."

TO-NIGHT AT THE STAR.

The "Globe Trotters" open their short season to-night at the Star with a select programme of concert, burlesque and comedy items, all new to Hongkong audiences. This decidedly novel show has been arranged by Mr. Dick Norton, the chief comedian and producer. The "Globe Trotters" have toured most successfully South Africa, Australia and India, where they played a season of five weeks at the Empire Theatre, Calcutta, under the control of Bandman's Eastern Circuit, Ltd.

The company arrive this morning by the P. & O. s.s. Naldora from Singapore where they have just finished their second season. Arrangements have been concluded with Hongkong Amusements, Ltd., by which they play a series of entirely different programmes in Kowloon, Hongkong, and Macao. Plans are now open at Messrs. Moutrie's and at the Star Theatre.

MOTOR COLLISION.

BETWEEN TAXI AND CAR.

In an almost head-on collision occurring last night on the Pokfulam Road between a taxi and a Connaught Garage car, a little Chinese girl was somewhat seriously injured and minor hurts were inflicted on other passengers when both vehicles rebounded sharply from the impact.

The collision occurred whilst the car was going towards Aberdeen. The damage resulting was such as to put both cars out of commission and the riders in both cars, who were Chinese, suffered a number of injuries. A shower of splintered glass from the taxi covered the occupants of the garage car, whilst the driver of the latter vehicle was injured over the eye, his head coming into contact with the woodwork of his car.

Both vehicles were carrying full loads, and it was fortunate that they did not turn over. One little girl, a member of a family who were taking a joyride in the taxi, was also thrown against the body of the taxi and was taken to hospital after the arrival of the police.

After the collision one of the front wheels of the garage car rested in the side-channel, whilst the other was badly smashed, in conjunction with the mudguard, bonnet, and fittings. The taxi had its windows splintered.

The Connaught car was later taken on a lorry and brought back to the repair shop of the Garage, whilst the taxi was towed back to Hongkong.

ROPE COMPANY.

DIVIDEND AND BONUS.

We are informed that, subject to audit, the Consulting Committee and the General Managers of the Hongkong Rope Manufacturing Co., Ltd., will recommend a dividend (including the interim dividend of \$1 per share already paid) of \$2, and \$1 per share bonus, absorbing \$180,000 and put

To Reserve Fund	\$10,000.00
To Bonus to staff	3,245.60
To Pay a Final Dividend of \$1 per share	60,000.00
To Pay a Bonus of \$1 per share	60,000.00
And carry forward	4,341.29

TAKOO DOCK MODELS.

CLEVER REPRESENTATIONS FOR WEMBLEY.

In addition to the very clever models already on their way Home to the Empire Exhibition, there will be further exhibits representative of our important dock industry. These are the Takoo models which are to be despatched to Wembley shortly. They form a single exhibit of great faithfulness of design, and comprise a representation to scale of Takoo Dockyard and its environs—six inches to a hundred feet is the scale, enabling very clear reproduction of characteristic features.

At the dock wall in the model lie two miniature steamers, a Blue Funnel vessel and a J. C. J. L. ship. In the large drydock is shown a remarkable model of the s.s. Empress of Canada. On the slipways are two Butterfield and Swire steamers and a river steamer, faithfully reproduced, and other ships are seen in course of construction. Nothing has been omitted from a model of the hill behind to a painted background of realistic nature. There is a reproduction of tramlines, standards, roadways, and even the staff residences. One of the ships shown is the Blue Funnel Rhexenor, which was built at this dockyard, and there are also models of the various launches and tugs.

The whole exhibit is artistically arranged in a big mahogany case, and is accompanied by photographs and a large coloured plan of the yard.

Various departments of the dockyard co-operated in building the models, under the supervision of Messrs. Bell, Simpson and Swan. The architect, Mr. J. C. J. L., gave valuable assistance in connection with the dockyard and dockyard buildings, and the model of the yard.

IN "SECRET TREATY" DISPUTE.



Here are the chief characters in the "Secret Treaty" dispute—Mr. Clemenceau and Mr. Lloyd George.

TO-DAY'S MISCELLANY.

Mr. Eden Phillips declares that, for the credit of the thinking and the sake of reality, it is time the third great political party should be called by its proper political name. "Conservative" and "Liberal" convey definite meanings; but "Labour" is a word that comes from, he says, another category of ideas and is senseless as implying a principle. Many thousands of men and women, who work with their hands, voted Conservative; and Liberal at the recent election, and many, who work with their brains, polled for "Labour." "Truth and logic demand that we speak of the 'Socialist' Party henceforth, and by so doing, enable the country, before another General Election, to grasp those fundamental facts which a misapplied use of the word 'Labour' has obscured in countless minds."

Over 100,000 people at Home have visited Sir Neville Wilkinson's Titania's Palace, which has been on exhibition. In 12 months it has earned nearly £2,000 for charities which work for children. Titania's Palace is an elaborate and exquisite piece of miniature craftsmanship. It was designed by Sir Neville Wilkinson, Ulster King of Arms, and the making of it was for some years the chief occupation of the spare time of Sir Neville and Lady Beatrix Wilkinson, with contributions from a few other skilled craftsmen, amateur and professional. The Palace is a handsome and commodious mansion replete with bath, electric light, and every fairy-like convenience, from State apartments and a private chapel to a motor-car, a perambulator, and a razor. It is built round a courtyard, so that all the rooms can be seen from the outside. The Palace recently returned to London after a trial tour in the West Country; it is to visit other parts of the United Kingdom, and then will go to the Dominions and America.

With the removal of the Imperial War Museum, which is to be completed by the end of March, the Crystal Palace will make a bid for further popularity. Its finances have benefited by the rent of £25,000 a year paid by the Government in respect of the museum; but this source of income will now disappear. It is believed by the trustees that the return of the Crystal Palace to its old arrangement and scheme of decorations is most likely to ensure a steady flow of visitors. Much reliance is placed on the facts that there is now a new generation which has not seen the Crystal Palace as it was, and that the Palace has always been a special attraction to visitors from overseas. For the present, therefore, the scheme of the trustees will follow traditional lines. It is proposed to restore the famous courts which were a feature of the Crystal Palace before the war. The Alhambra Court and the Egyptian Court, both of much historical interest, will again be furnished. The lower parts of the grounds are to be renovated and improved, and the figures of antediluvian animals which they contain will be restored. In many directions efforts will be made to render the Crystal Palace more attractive.

The Saturday Review is rather down on Rudyard Kipling in a notice of his Scout Book. "Land and Sea Tales"—Matthew

AMOY UNREST.

A TENSE SITUATION.

Peking, Feb. 7. Telegrams from Amoy report that a tense situation developed there resulting from the killing of seven Formosans by General Tsang Ching-ping's troops while searching for arms. Fearing an attack from the mainland, the American Consul-General, on Sunday, wired to Hongkong for a destroyer, which arrived on Tuesday, returning the following day to Hongkong, as the situation had quietened. It is understood that a Japanese naval force is shortly proceeding to Amoy.—Daily Bulletin.

THE ENGLISH CUP.

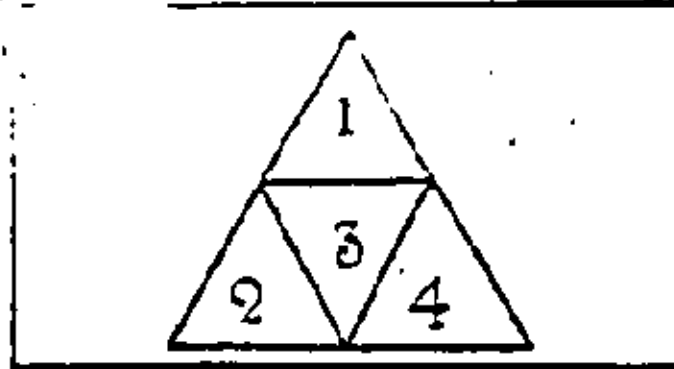
London, February 7.—English Football Cup re-play resulted as follows:—Fulham 0, Burnley 1; Wolverhampton 1, Charlton, 0.—Reuter.

A PUZZLE A DAY.

TONY
GRAM
POLY
TYPE

Four incomplete words are given above. The first four letters of each word are missing—being indicated by the stars. Those four letters are exactly the same in each word—and they are in the same order in each case. Can you supply the missing letters?

Yesterday's answer:



The drawing shows how the equilateral triangular field was divided among the four brothers so that each had a plot of ground equal in size and shape to the others.

PRESIDENT OF R. S. A. RESIGNS. Sir James Lawton Wingate resigned the presidency of the Royal Scottish Academy, owing to ill-health. Sir James, who is most noted as landscape painter, was born in 1845, and studied at the Glasgow and Edinburgh Schools of Art and the Academy Life School. He became president of the R. S. A. in 1919.

Arnold said that it was impossible to read a certain passage of Macaulay without a cry of pain. That may be as it may. Certainly it is impossible to read any book by Mr. Kipling without a blush. Most of his books, of course, are worth a blush or two. The showiness, the knowingsness, the ostentatiousness, though they are always there, are often rendered invisible by the adjacent blaze of genius, as lesser lights are extinguished by a larger. But when the great fire burns low, the common little twinklings re-assert themselves; and that is why Mr. Kipling, at his worst, is so much worse than one would believe possible of anyone who is at his best so fascinatingly and astonishingly good.

STRANGELY WORDED WILL.

"Night-Walking In Golden Robes."

The will of a Chinese testator who directed that his estate should not be distributed in Singapore "as it will give rise to ridicule that a man, though rich and titled, if he does not return to his home in like one walking in the night clad in golden robes," was in dispute before Mr. Justice Action in the Singapore Supreme Court last week, judgment being reserved. The above was one of several unusual passages contained in the will, which was made by Lew Chin-long, formerly of Singapore, who died in May, 1909. The plaintiff was Lew Yong-choi, a son of the deceased and the defendant, Lew Fong pheow, was the plaintiff and the sole executor of the deceased. The action was for administration of the estate and for payment out of sums found to be due.

The statement of claim stated that in accordance with the direction in the will the estate was divided into six shares and distributed evenly between the wife, an adopted grandson and four sons. The defence quoted the paragraph of the will which directed that \$10,000 should be sent to China for the building of a house or houses in the deceased's native village, and that the balance should be sent to his wife, to distribute it among the sons "for them to marry wives and buy property." In accordance with the terms of the will defendant stated that he handed to the widow, Nee Poh, when she was in Singapore in 1911 the sum of \$12,171, which was the amount of money due to the estate. Nee Poh executed a deed of release in respect thereof.

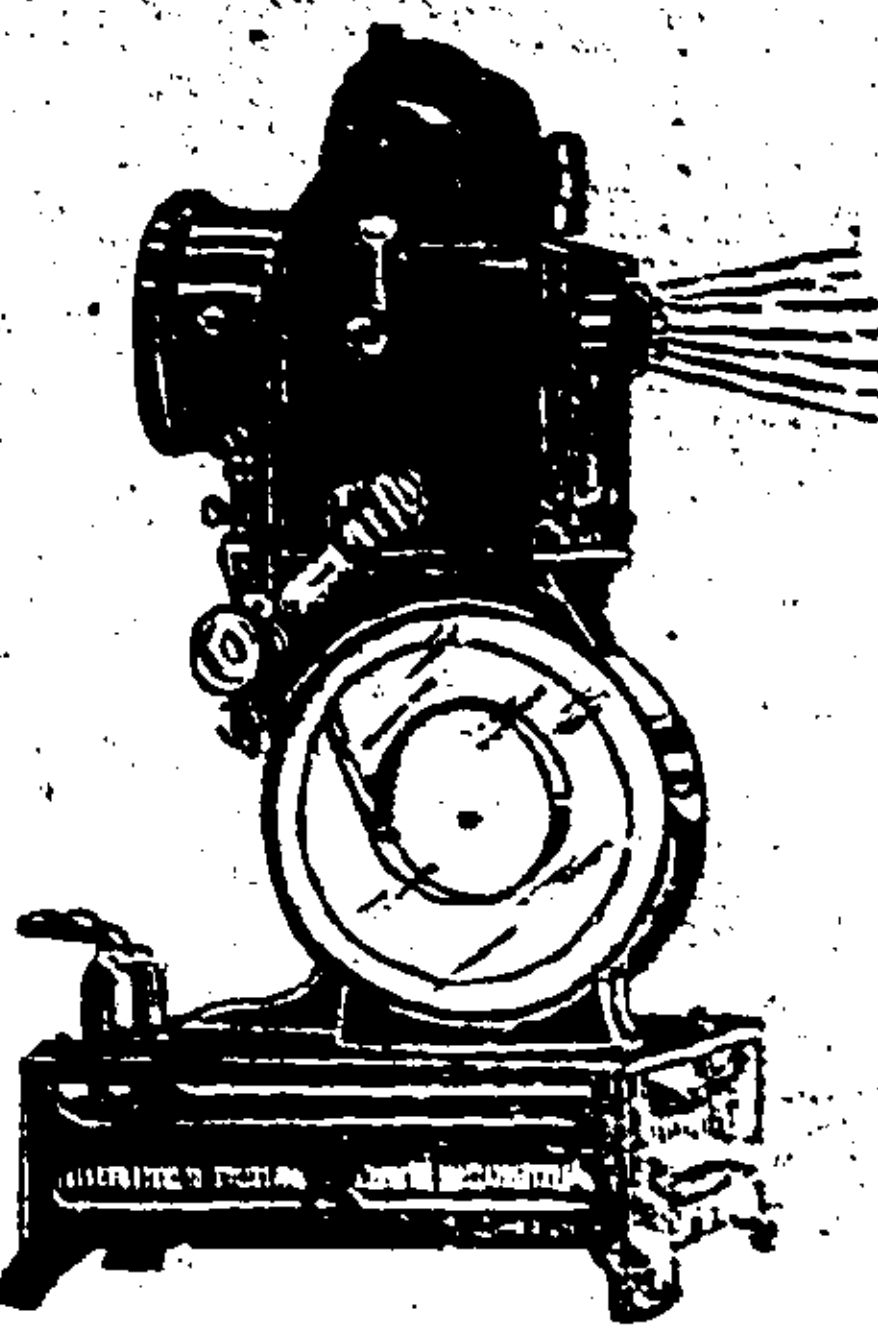
Counsel for the plaintiff, said the principal issue was whether that release prevented plaintiff from suing the defendant as executor for his share of the estate. The deceased had interests in gold and silver businesses in Singapore. Counsel stated that if the defendant insisted upon having that paragraph of the will read literally, he urged that the handing over of the money in Singapore to the widow was contrary to the directions of the will.

KINDNESS ENJOINED. He proceeded to read extracts from the will which directed the members of his family "to be kind to each other, to take care of themselves and of their health and to keep themselves in their station. When they can sympathise with me and accomplish all my intentions and purposes my heart will be consoled." There was a direction which counsel interpreted to mean that if any of his sons "did not observe proper rules and principles and strayed into the path of wickedness" the share of the estate due to him should be placed in the bank and not paid to him until 21 years after his death. Counsel relied on a further direction of the will to the effect that when the license of the pawnshop (one of the Singapore businesses) expired whatever capital and profit the executor was entitled to receive as such was to be paid to him and was bequeathed in trust to be invested, and when the profit had become "much and large" it should be distributed among his sons and grandsons. Counsel's contention was that it was the deceased's intention that the children should be maintained out of that money but that their shares should not be paid to them until they had come of age.

Counsel for the defence, on the other hand, contended that it was quite clear that at the end of 1910 the defendant had to realise and hand over to the widow, which had been done. The question turned upon whether he was justified in paying the money to the widow in Singapore rather than turning it into boxes of silver and sending it, or a bank draft, to China. To do that, he remarked, when the widow herself was in Singapore at the time, would have been an absurdity which the law would not lay upon an executor. If there was any trust beyond payment over to the widow it was a direction to the widow to invest and she had done that.

MRS. HARDING ASSOCIATE EDITOR OF "MARION STAR." Mrs. Florence Harding, widow of the late President, has been elected a director of the Harding Publishing company. She will become associate editor of the Marion Star and plans to write under her own signature.

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THE CAMEROONS.

Possible White Man's Country.

Mr. F.W.H. Migeod, who has returned to England from another extended trip in Central Africa, gave some of his impressions the other day to a representative of the London Morning Post. "I spent," he said, "eight months travelling through the Cameroons, starting from Victoria, at the foot of the Cameroon Mountains, then traversing the tropical forest country, emerging afterwards on to the grasslands, and so down to the Benue River. I found the country everywhere perfectly safe and, on the whole, quite healthy. Tropical Africa is no longer the hot-bed of diseases it used to be. When I compare even the unhealthiest spots with what they used to be 25 years ago, when I first knew them, the change is extraordinary. Sanitation and segregation—the removal of the white men's quarters from proximity with the natives—have worked wonders. In the Cameroon highlands there exists a possible white man's country, hardly inferior to East Africa. There is, perhaps, more rain. Big game is not particularly plentiful. It is disappearing fast before the extensive importation of cattle which the natives practice. A valuable crop grown in the Cameroons by the natives is cocoa, though this cannot compare with what the Portuguese produce. Economically, the country has gone back to 1914. The Germans did well in the Cameroons with their thorough system of plantations, and the country is the 13th in a nursing home. He poorer for their departure."

ADMINISTRATIONS COMPARED. Speaking of the present administration of this vast tract the patient gradually sank.

British were going slowly on the traditional lines of colonial development. He found the Belgian rule in the Congo good, though rather too easy-going to be altogether successful. The French, in their part of the Cameroons, avoided this fault, but on the other hand were more inclined than our officials to pass from leniency to severity or vice versa. "The French," he added, "are recruiting largely from the native tribes, and are generally said to send considerable numbers north to Morocco and Algeria. In Gabon two years ago there was talk of the introduction of compulsory military service being introduced, as it has been in North Africa, but as yet that has not been done." Mr. Migeod added that the brilliant French feat of crossing the Sahara in Citroen cars has not been properly appreciated in this country.

Mr. Migeod laughingly denied that he had been in any part of Africa hitherto unvisited by a white man, observing that he knew Africa as well as most men and considered it to-day the best-known continent after Europe. He added that, in his opinion, West Africa had turned the corner and could look forward to a prosperous time. In particular, the Gold Coast had a great future; and when the harbour works now in progress at Takoradi were finished would develop by leaps and bounds.

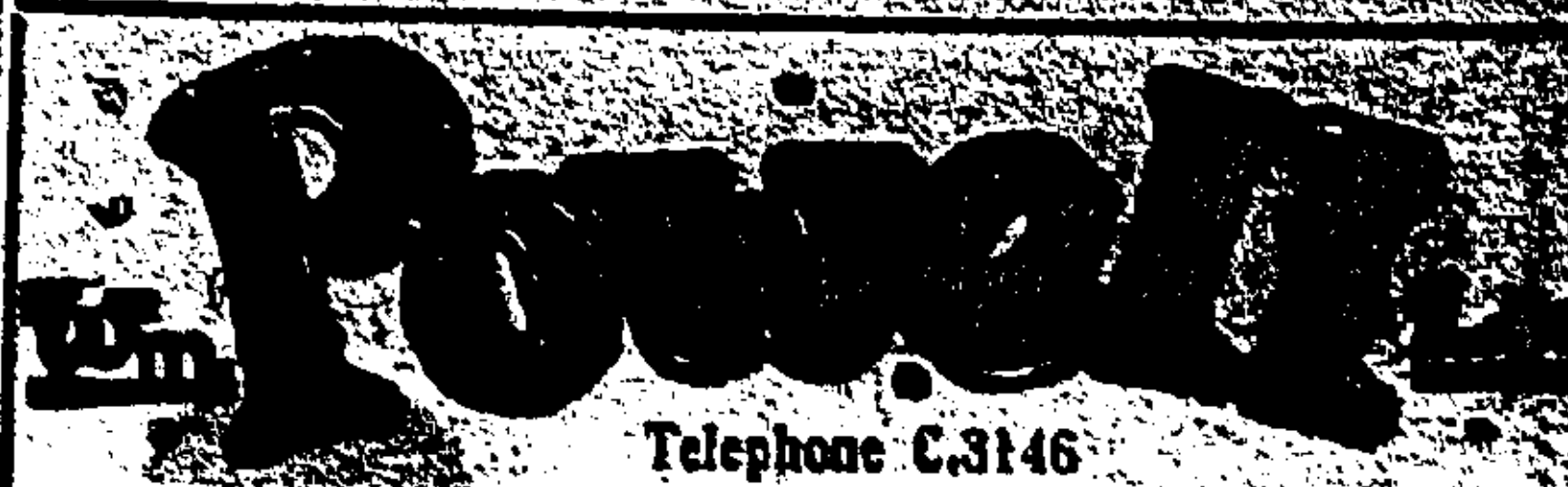
CAPTAIN BENNETT'S DEATH. Captain Bennett, the amateur steeplechase jockey, who won the Grand National last year, and who was injured by a fall well in the Cameroons with their thorough system of plantations, and the country is the 13th in a nursing home. He underwent an operation and at first it was believed to have been successful, but subsequently the patient gradually sank.

THE HERO.

BY BERTON BRALEY.

They gave him twenty minutes but he finished up in ten; Oh, there's a prince of speakers and a servant unto men! His diction wasn't such a much, he hemmed and hawed a bit. But still he spoke a lot of sense, and after that—he quit. At first we sat plumb paralyzed, then cheered and cheered again: They gave him TWENTY minutes, and he finished up in TEN.

In all post-prandial history no finer deed is known. Among the dinner orators his figure stands alone! A gratitude unlimited from all of us he's won. We'll vote for him for president if he should care to run. He pulled a stunt that hitherto was quite beyond our ken: They gave him twenty minutes—and he finished up in ten. A deed without a precedent—we can't express our thanks. But should he turn to piracy, or busting open banks, We'll treat these things as trivial and let him go his way. And, when he's dead, a monument we'll rear above his clay. And this shall be the epitaph we'll carve in marble then: They gave him TWENTY minutes, but he finished up in TEN.



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Ardath	...	\$1.40
Vafiadis Egyptian Cigarettes reduced to non-plus ultra	...	\$1.00
La France	...	\$1.40
Dames	...	\$1.40
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LADIES' HAIRDRESSING PARLOUR

(1st. Floor)

Under the Management of an

EXPERT EUROPEAN HAIRDRESSER

Waving—Shampooing—Manicuring

Facial and Scalp Treatment, etc.

Hours 9 a.m. to 6 p.m.

Appointments may be made by

Phone—Central 32

THE HONGKONG & SHANGHAI HOTELS, LTD.



CAMERA NEWS.



Harry Payne Whitney is shown here testifying before the Senate Committee investigating the Teapot Dome Oil Lease. He told of his connection with the negotiations. Whitney is standing.

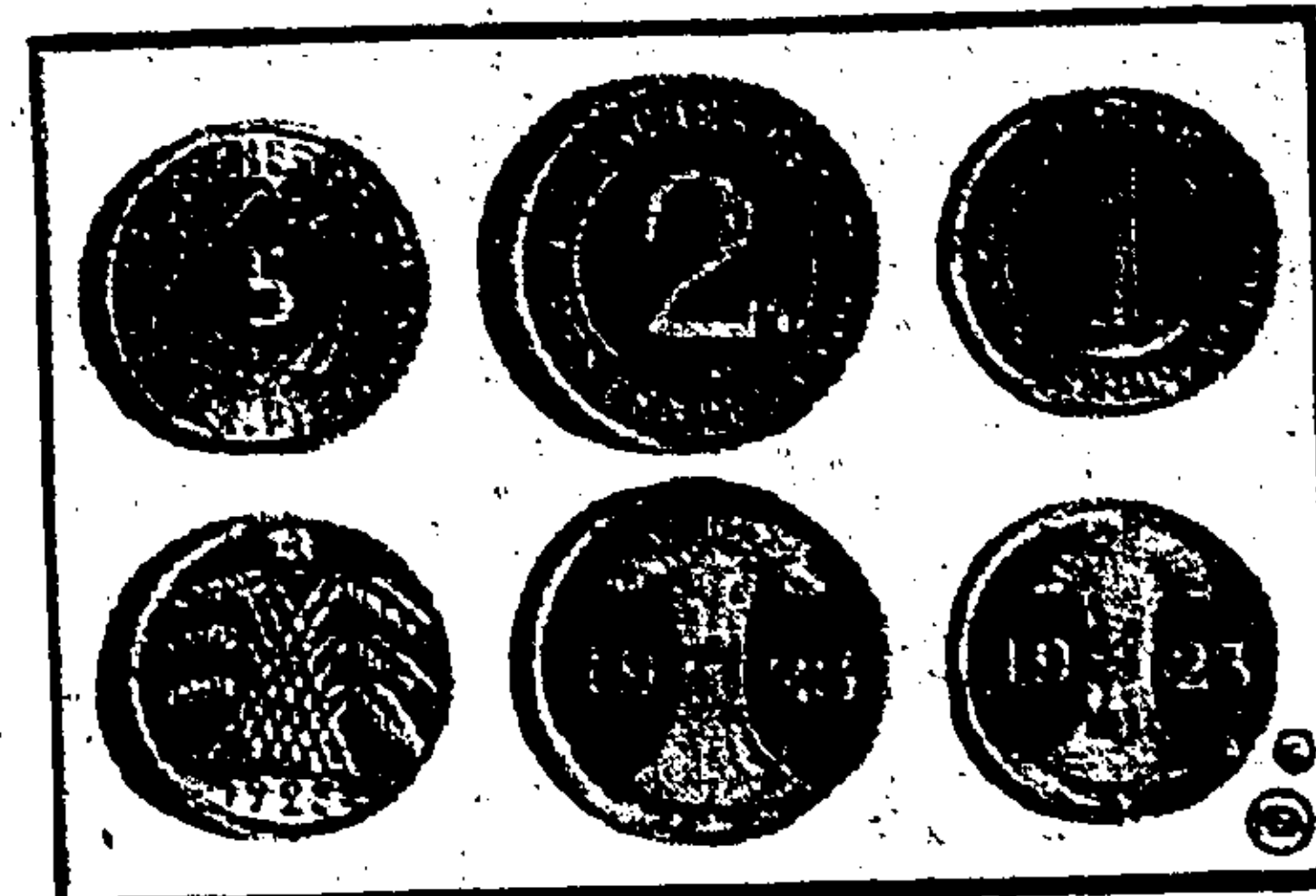
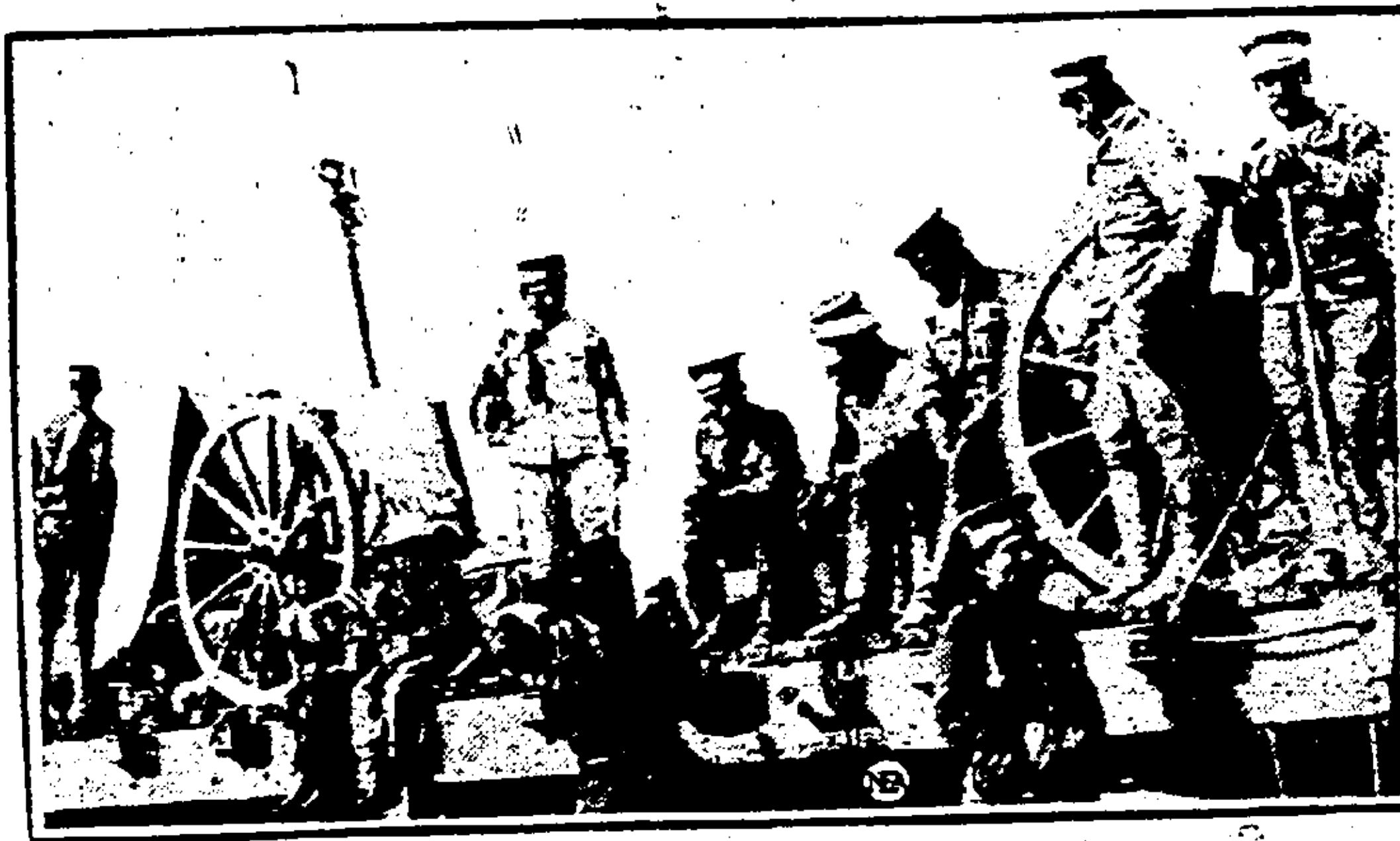


Photo above shows the 1923 issue of the Rentenpfennigs German coin.



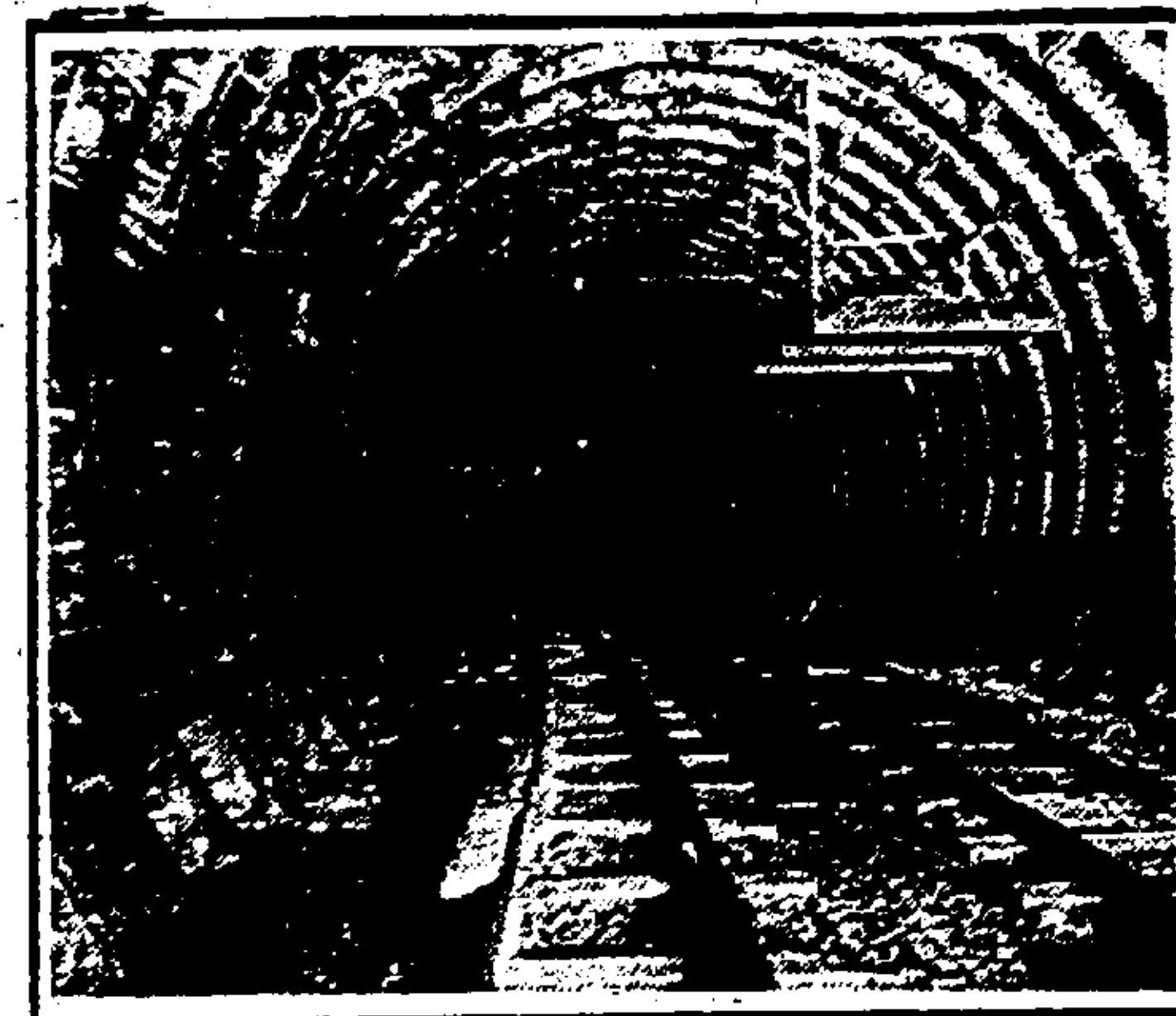
Here is a detachment of Mexican artillery with guns and armament loaded on flat cars waiting transportation to the firing line. Obregon's soldiers are provided with latest type field pieces of long distance range.



Owen D. Young, chairman of the board of the General Electric Company (left) and Charles G. Dawes, financial expert who have been named American "observers" on the Reparations Commission.



These eight women represent the "masher squad" of the New York City police department. It is their duty to arrest mere men who carry their flirtations to extreme points.



The great vehicular tunnel under the Hudson River at New York is rapidly nearing completion. This shows an excellent interior view of the gigantic engineering task.



Miss Eleanor Margaret Green, daughter of Dr. J. O. Green of New York City, who is to marry Prince Viggo, fourth son of Prince Valdemar, uncle of King Christian of Denmark.



Picture shows engineers blasting thousands of tons of dirt and rock at La Peter Point in the Panama Canal. They're widening the canal at this and other points. In front of the smoke can be seen the drills the engineers are using.

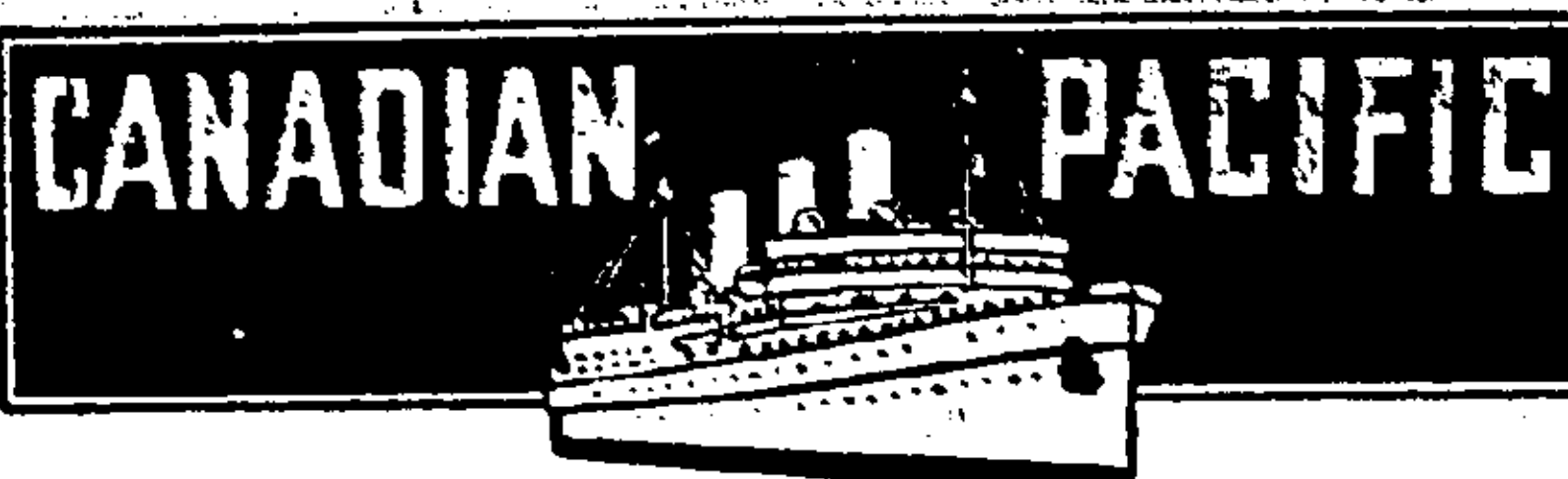


The most beautiful neck in France is owned by Collette Lullu. At least that is the verdict of a unique contest in Paris.



Miss Grace Zia, of Shanghai, a student at Wellesley College, Mass., has been chosen as a delegate to attend a convention of church workers soon to be held in Indianapolis to discuss religious and social problems.

PACIFIC SHIPPING



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
EMERALD	13 Mar 23	EMERALD	13 Mar 23
EMERALD	13 Mar 23	EMERALD	13 Mar 23
EMERALD	13 Mar 23	EMERALD	13 Mar 23

Other Atlantic sailings every two days to Liverpool, Southampton, Glasgow, Antwerp, Charleroi, & Hamburg. Allotment: Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC THROUGHOUT

Passenger Department: Tel. 752. Cable: CANADIAN. Freight Department: Tel. 45. Cable: NAUTILUS.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS

THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	Feb. 10th.
"PRESIDENT JEFFERSON"	Feb. 22nd.
"PRESIDENT GRANT"	March, 5th.
"PRESIDENT MADISON"	March, 17th.
"PRESIDENT McKINLEY"	March, 29th.

TO EUROPE

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

£120-£112-£110

"PRESIDENT JEFFERSON"	13th Feb.
"PRESIDENT GRANT"	25th Feb.
"PRESIDENT MADISON"	8th Mar.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor. Telephone Central 2477 & 2478. No. 4, Des Vaux Road. CABLE ADDRESS "DOLLAR"

PACIFIC SHIPPING.



FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

MANILA, SINGAPORE, PENANG, COLOMBO, NAPLES, GENOA, MARSEILLES, BOSTON, NEW YORK.

"PRESIDENT HAYES"	Mar. 4th
"PRESIDENT ADAMS"	Apr. 1st
"PRESIDENT GARFIELD"	Apr. 15th
"PRESIDENT PACE"	Apr. 29th

FROM SAN FRANCISCO FOR HONOLULU, KOBE, SHANGHAI AND HONGKONG.

"PRESIDENT ADAMS"	Mar. 1st
"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLE"	Mar. 29th

FREIGHT SERVICE

FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.

FOR NEW YORK, BOSTON & BALTIMORE VIA SUEZ

"VIRGINIA DOLLAR"	Feb. 23rd
"ESTHER DOLLAR"	Mar. 24th

FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points & Havanna.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor. Tel. C. 2477 & 2478. No. 4 Des Vaux Road.

CABLE ADDRESS "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

£120-£112-£110

First class through-out. If on class of passage on the Atlantic.

HONGKONG TO SAN FRANCISCO			
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.	Tons	Leave Hongkong	Arrive San Francisco
SIBERIA MARU	20,000	Feb. 17.	Mar. 14.
TAIYO MARU	22,000	Mar. 14.	Mar. 27.
FENYO MARU	22,000	Mar. 27.	Apr. 8.
KOREA MARU	20,000	Apr. 8.	Apr. 23.
SHINYO MARU	22,000	Apr. 23.	May 6.

HONGKONG TO VALPARAISO			
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.	Tons	Leave Hongkong	Arrive Valparaiso
GINGO MARU	16,000	Mar. 13.	Apr. 24.
ANYOM ARU	18,700	Apr. 24.	June 10.
SEIYO MARU	14,000	June 10.	July 19.
RAKUYO MARU	18,500	July 19.	Aug. 30.

Through Bills of Lading issued to all United States Overland Ports: also via Panama Canal Lines to Atlantic Ports. For Full Information regarding passengers, freight and sailings Apply to:-

Agents at Canton: Y. TSUTSUMI, Manager. King's Building. Messrs. T. E. GRIFFITH Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 8th Feb. LEGAZPI ... about 30th Mar.
C. LOPEZ Y LOPEZ 17th May
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZPI ... about 12th Mar. C. LOPEZ Y LOPEZ 28th Apr.
The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewardess and Doctor carried.

For particulars of freight or passage apply:-

BUTELHO BROS.

(Tel. 1331) Alexandra Building, Hongkong.
O. D. BARRETTO, 28 Central Avenue, F.C., Canton.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(German & Russian S.S. Co., Ltd.)

Sailings from Hongkong			
S.S. EURYBATES	via Suez Canal	16th Feb.	
S.S. IXION	via Suez Canal	21st Feb.	
S.S. KABINGA	via Suez Canal	2nd Mar.	
S.S. CITY OF MANILA	via Suez Canal	11th Mar.	

Steamers proceed via Suez Canal or via Panama Canal at Owners' option. Subject to change without notice. For freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MISSEY & Co. Ltd. CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"AGAPENOR"	11th Feb. Amsterdam, London & Antwerp
"PHENIUS"	18th Feb. London, Rotterdam & Hamburg
"DEMODOCUS"	25th Feb. London, Rotterdam & Antwerp
"RHEXENOR"	10th Mar. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"CYCLOPS"	12th Feb. M'les, Havre, Liverpool & Glasgow
"TALTHYRIUS"	30th Feb. Genoa, M'les, Liverpool & Glasgow
"ANTIOCHUS"	1st Mar. M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAEUS"	16th Feb. Victoria, Seattle & Vancouver
"ACHILLES"	15th Mar. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"EURYBATES"	16th Feb. via Suez & Boston
"IXION"	21st Feb. via Suez & Boston
"KNIGHT TEMPLAR"	21st Mar. via Suez & Boston

PASSENGER SERVICE

"TEIRESIAS"	16th Feb. for Shanghai
"TEIRESIAS"	17th Mar. for Singapore & London
"SARPEDON"	21st Apr. for Singapore, Marseilles & London
"PATROCLUS"	19th May. for Singapore, Marseilles & London
"MENTOR"	16th June for Singapore & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE

AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

S.S. DOCHRA ... 28th February.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS

4 Des Vaux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor. Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route. U.S.S.B. "West Carmona" ... Due Hongkong 13th Feb. Leaves Hongkong 15th Feb.

JARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila and P. I. Ports, Direct.

U.S.S.B. "West Calicut" ... Due Hongkong 20th Feb. Leaves Hongkong 21st Feb.

For Saigon, Singapore, Manila and P. I. Ports.

U.S.S.B. "West Ivan" ... Due Hongkong 5th Mar. Leaves Hongkong 6th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building. General Agent for Japan-China-Philippines. G. P. BRADFORD, Res. Agent. Indo-China-Straits & Java.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP LONDON AND STRAITS.

The Steamship "BENRINNES"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their into, the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 7th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 31st inst. or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 7th inst. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB LIVINGSTON AND CO., LTD., Agents.

Hongkong, 1st Feb. 1924.

NOTICE TO CONSIGNEES

The Steamship, "ROSANDRA"

From Trieste, Venice, Brindisi, Spalato, Massau, Port Said, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the underwritten on or before the 18th inst. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.

Hongkong 2nd Feb. 1924.

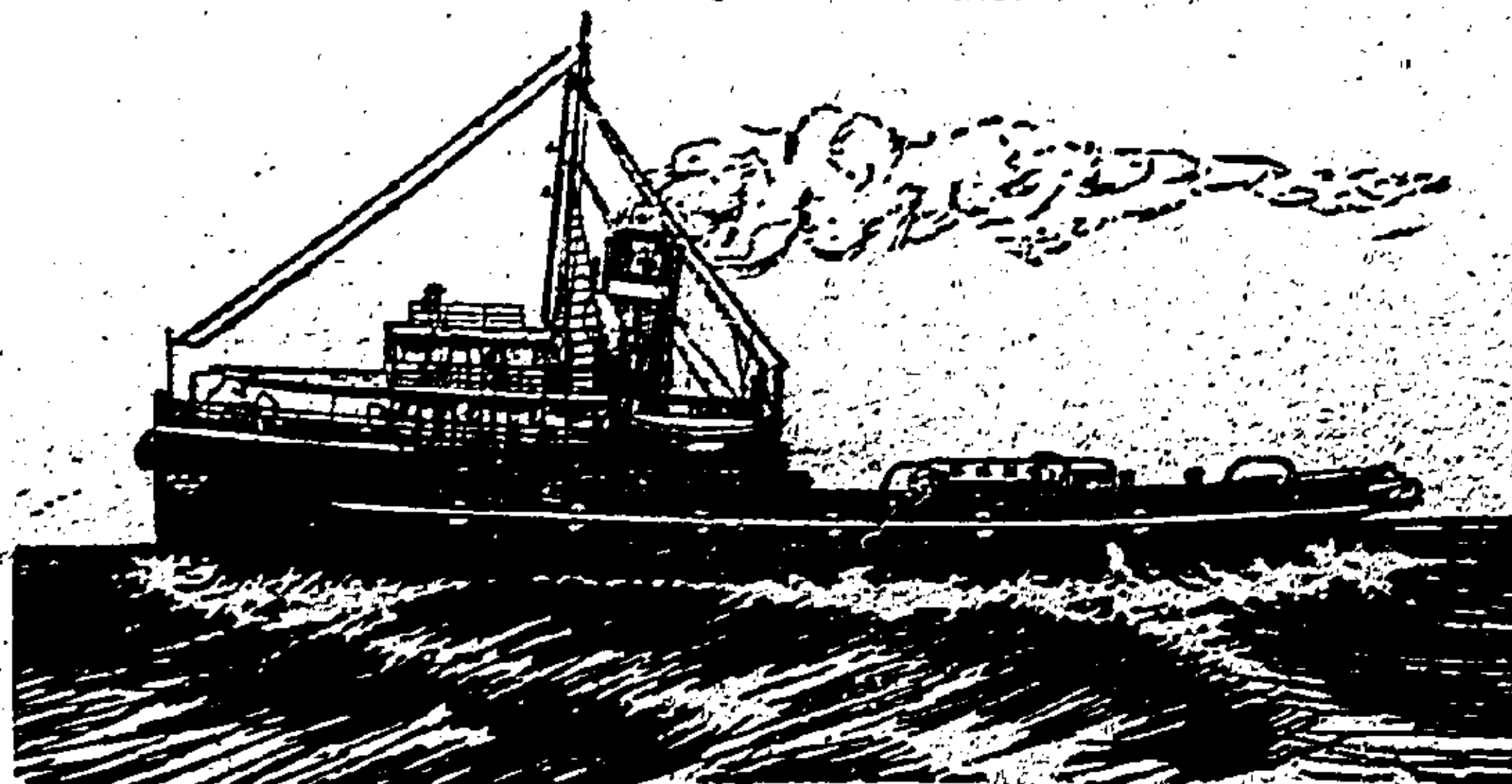
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Wentworth Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 168' B.P., Breadth 24' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven, reversible and centrifugal pumps; air compressor, winches, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R.M. DYER, R. Sc., M.I.N.A., Kowloon Dock, HONGKONG.



FREIGHT & PASSENGER SERVICE

STEAMER	TONS	SAILING DATE	DESTINATION
"SAARBRUCKEN"	9,450	8th Feb.	
"AACHEN"	6,000	26th March	Manila, Singapore.
"DERFLINGER"	9,150	4th April	Belawan, Colombo.
"NIENBURG"	4,200	14th April	Port Said, Genoa.
"COELENZ"	9,450	2nd May	R'dam, Hamburg.
"PFALZ"	7,180	17th June	and Bremen.
"TRIER"	9,450	25th June	

All dates subject to change without notice.

(Not calling at Manila.)

(Calling at Trieste)

*Excellent accommodation for passengers.

Fares from Hongkong to Genoa from 248. upward.

MELCHERS & Co.,

Agents,

Tel. Central 4557.

Queen's Building.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	8,840	10 Feb. 4 p.m.	M'ss. London, & Antwerp
SOUDAN	6,656	20th Feb.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	23rd Feb.	B'bay, M'ss. L'don, A'werp
ALIPORE	5,273	28th Feb.	S'pore, Colombo & Bombay
PERIV	7,648	6th Mar.	S'pore, London & Antwerp
KARWALA	9,098	8th Mar.	M'ss. London & Antwerp
NAGPORE	5,283	9th Mar.	S'pore, Colombo & Bombay
KIDDERPORE	5,334	10th Mar.	S'pore, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

TAYDA	6,955	22nd Feb.	S'pore, Penang & Calcutta
TAKADA	6,949	7th Mar.	S'pore, Penang & Calcutta
TORILLA	5,305	4th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	27th Feb.	Manila, Thursday Island,
ARAFURA	6,000	2nd Apr.	Townsville, B'bane, Sydney &
ST. ALBANS	4,500	30th Apr.	Melbourne.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,949	14th Feb.	Moji & Kobe
KHYBER	9,014	23rd Feb.	Shanghai, Moji & Kobe
PADUA	5,907	27th Feb.	Shanghai, Moji & Kobe
NELLORE	6,853	6th Mar.	Shanghai & Kobe
CHINA	7,952	8th Mar.	Shanghai, Moji & Kobe
ARAFURA	6,000	8th Mar.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be
received at the Company's Office up to noon on the day previous to
sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
82, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PEMBROKESHIRE	10th Feb.	GLENBEG	1st Mar.
RADNORSHIRE	28th Feb.		Genoa, L'don, R'dam & H'burg

Movements are subject to change without notice.
For freight or further particulars please apply to—
JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3896.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'k. and Sailing for S'hai & Japan	Pro. Sailing from H'k'ong for M'ss.
CORDILLERE	—	—	18th Feb.
ANGERS	—	—	3rd Mar.
CHILI	10th Jan.	11th Feb.	9th Mar.
PORTHOS	24th Jan.	26th Feb.	23rd Mar.
AMAZONE	7th Feb.	11th Mar.	6th April
ANGKOR	21st Feb.	25th Mar.	20th April

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B Class 1st Class £89.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £62.0.0
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)
E.E. LT. DE MISSISSY leading for Havre, Antwerp and
Dunkirk about 21st Feb.
Also through Bills Lading issued to Helsinki, Reval & Riga.
For full particulars apply to: Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740
CONSIGNATION. TRANSIT. REPRESENTATION.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Taking cargo for Belgian, Netherlands, German and all
North European ports on direct or optional Bills of Lading,
also to United Kingdom ports on optional Bills of Lading
only.

ARRIVALS FROM EUROPE:

S.S. MAPIA	due Hongkong on the	17th Feb.
S.S. OOSTERK	"	11th Mar.
S.S. OOSTERK	"	8th Apr.

SAILINGS TO EUROPE:

Steamers	For	Sailing on or about
OLDEKERK	A'dam, R'dam, Hamburg, Bremen	8th Feb.
SAPAROKA	R'dam, A'dam, Hamburg, Bremen	B. of Mar.
MAPIA	A'dam, R'dam, Hamburg, Bremen	B. of Apr.
OOSTERK	R'dam, R'dam, Hamburg, Bremen	B. of May

For full particulars please apply to.

CHINA JAPAN LINE

General Agents

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points
in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405. G. \$420. G. \$440

YOKOHAMA M... Sunday... 9th Mar.

SHIZUOKA MARU... Friday... 22nd Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU... Wednesday... 13th Feb. at 11 a.m.

HAKOZAKI MARU... Wednesday... 27th Feb.

HAMBURG via LONDON & ROTTERDAM... Middle of Feb.

MITO MARU... Middle of March.

LIVERPOOL via MARSEILLES & VALENCIA... Middle of March.

DURBAN MARU... Middle of March.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU... Sunday... 17th Feb. at 11 a.m.

TANGO MARU... Wednesday... 19th Mar.

NEW YORK and/or BOSTON via PANAMA.

MAYBASHI MARU... Wednesday... 13th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.
(Calling Delagoa Bay Port Elizabeth)

KAMAKURA MARU... Sunday... 17th Feb.

BOMBAY via Singapore & Colombo... Friday... 8th Feb.

HAKODATE MARU... Friday... 15th Feb.

BENGAL MARU... Friday... 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU... Friday... 8th Feb.

OSAKA MARU... Friday... 15th Feb.

NAGASAKI, KOBE & YOKOHAMA... Thursday... 14th Feb.

TANGO MARU... Thursday... 14th Feb.

SHANGHAI, KOBE & YOKOHAMA... Wednesday... 13th Feb.

KITANO MARU... Monday... 18th Feb.

TAMBA MARU... Monday... 18th Feb.

AWA MARU... Tuesday... 26th Feb.

HARUNA MARU... Tuesday... 26th Feb.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.

NIPPON YUSEN KAISHA.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing on or about 8th Feb.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all
other Italian Ports also cargo on through Bills of Lading for Levant,
Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also
accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON

PASSENGERS, REDUCED FARE FROM HONGKONG TO

ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... Sailing on or about 3rd Feb.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 13th Feb.

S.S. "ROSANDRA" ... Sailing on or about 9th Mar.

* This steamer has been specially chartered, to facilitate the
forwarding of cargo intended for the reconstruction of the devastated
areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sailing from Calcutta on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la S'kan, Thurs. Is & A'lian Ports.
TAIY JEN	14th Feb.	19th Feb.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried, Reduced Fares,
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to.

Butterfield & Swire.

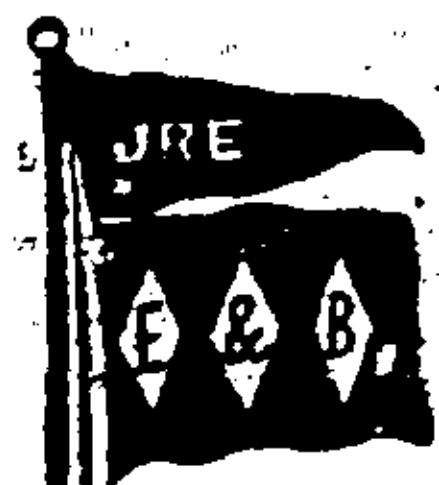
(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

ELLERMAN &

BUCKNALL.



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.

PASSENGER SERVICE.

City of York	18th Feb.	Shanghai & Kobe.
City of Canterbury	21st Feb.	Marseilles, London, etc.
City of York	30th Mar.	do
City of Cairo	18th Apr.	do

FARES TO LONDON.

Single 1st Class A £98. B £84. 2nd Class A £62. B £56.

Return 1st Class A £161. B £147. 2nd Class A £108. B £98.

Cargo Steamers Saloon Passage £66.

For further particulars apply to.

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 750

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
STRAITS & Calcutta.....	Maungang	Sat. 9th Feb. at 3 p.m.
MANILA.....	Yuenang	Sat. 9th Feb. at 11 a.m.
SHANGHAI via Swatow Loksang	Sun.	10th Feb. at 7 a.m.
HAIPHONG via Hoibow Mitsang	Sun.	10th Feb. at 10 a.m.
SHANGHAI via Swatow Essang.	Tues.	12th Feb. at 7 a.m.
BANGKOK via Swatow Hanasang	Tues.	12th Feb. at noon.
YOKOHAMA via Moji & Kobe Lalsang	Wed.	13th Feb. at noon.
TTAO via Stow & Shai Taksang	Wed.	13th Feb. at 7 a.m.
KOBE.....	Sat	23rd Feb. at noon.
SANDAKAN.....	Hinsang	Tues. 26th Feb. at 1 p.m.
STRAITS & Calcutta.....	Kutsang	Wed. 27th Feb. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta,
Penang and Singapore; Returning from Calcutta steamers
proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.

All steamers have excellent passenger accommodation are fitted
with Electric Light & Fans & carry a fully qualified surgeon.
Shanghai Line—Sailings approximately every three day between
Canton & Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and
cargo, calling at Hoibow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two
5,000 ton steamers "HINSANG" & "MAUSANG" both
steamers having excellent passenger accommodation. Cargo
taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Dato.

Tientsin Line—A regular service is run from March to November
between Hongkong & Tientsin occasionally calling at Wei-
haiwei & Chiaofoo.

Bangkok Line—A weekly service is provided between Hongkong
& Bangkok, via Swatow, by five steamers fitted with up-to-
date passenger accommodation.

CALCUTTA LINE.

S.S. "Maungang" will be despatched on or about Friday,
15th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Maiching...	A. H. Stewart	TUES. 12th Feb. at 1 p.m.
Haibong...	W. C. Passmore	FRI. 15th Feb. at 1 p.m.
Haibong...	Ellis Walker	FRI. 8th Feb. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 16th Feb.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

services to all destinations in the Netherlands East Indies.

Agents—JAYA CHINA JAPAN LIJN,

Telephone Central No. 1574 York Building, Charter Road.

INTERPORT BILLIARDS.

A. F. Gomes	v E. D. Roza	Tuesday at 9 p.m.
E. Leitao	v R. Luz	Wednesday at 8 p.m.
J. Campes	v A. J. Osmond	Wednesday at 9 p.m.

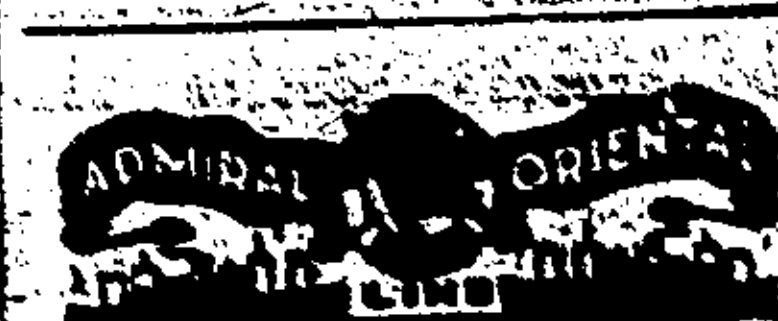
The Shanghai Portuguese billiard
team, to play the Hongkong
Portuguese in the first of an annual
Interport series, arrived by the
Empress of Australia. Six players
will have come, with no reserves. A
Corveth accompanies the team as
scorer. The players are: Messrs. J.
Campos (Capt.), P. Barradas, G.
M. P. Remedios, J. P. Pereira, A.
F. Gomes and E. Leitao. They
will play at the Club Lusitano on
Saturday, the 16th, at 9 p.m., when
the following prizes will be
distributed:

The following programme has
been arranged by the Portuguese
community:
Shanghai—Hongkong
P. Barradas v F. M. Orzorio
Monday at 6 p.m.
G. M. Remedios v P. A. Yimvorch
Monday at 9 p.m.
J. P. Pereira v E. Guilmeires
Tuesday at 6 p.m.

Dance at the Club de Recreio on
Saturday, the 16th, at 9 p.m.
Dance at the Club Lusitano on
Saturday, the 16th, at 9 p.m., when
Madame Albuquerque Castro will
distribute the prizes.
Dinner at the Club Lusitano on
Thursday, the 21st.
Dance at the Catholic Union,
date not yet fixed.

At the dance on Saturday, the
16th, the following prizes will be
distributed:
Prize for highest break (Cup
presented by Mr. A. B. Silva Netto,
chairman of the Lusitano Billiards
Assn.).
Prize for best average (Cup pre-
sented by Mr. S. A. Lopes).
Medals for the winning team
(presented by Mr. C. A. da Boza).
The shield, which is presented by
the Portuguese firms of Hongkong,
is being ordered from England and
has not yet arrived.

CONSIGNEES.



The Steamship

"PRESIDENT JACKSON"

having arrived from Seattle via
on January, 30th. Consignees
are hereby notified that their
cargo is being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., at Kowloon, and
stored at consignees' risk.

Consignees of Cargo must
produce an Import Permit signed
by Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed & damaged
cargo is to be left in the godowns,
here it will be examined at 10
a.m. on February, 6th by the
Company's Surveyors, Messrs
Anderson and Aase.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognised. No claims
will be recognised after the goods
have left the godowns, and cargo
undelivered on and after Feb.
7th will be subject to rent.

No Fire Insurance, whatever
will be effected.
Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

United States Shipping Board,
Emergency Fleet Corporation,
Agents,
ADMIRAL ORIENTAL LINE.

4 Des Voeux Road.

Hongkong, Jan., 31st, 1924.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS

des MESSAGERIES MAR-

TIMES.

S.S. "ANGERS"

Consignees of Cargo from

Marseilles &c.

